



The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1888.—Vol. XLI.

LONDON, SATURDAY, OCTOBER 28, 1871.

(WITH SUPPLEMENT) (PRICE FIVEPENCE. PER ANNUM, BY POST, £1 4s)

MR. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(ESTABLISHED 1842.)

CASTLE AND DISAS TUN MINE (LIMITED).
This mine (St. Columb, Cornwall) is now in full work, and making regular profits. A minimum dividend of 10 per cent. is guaranteed for three years, from January, 1871, but the profits are expected to give a much higher return. The shares are limited to £2 each, and FULLY PAID, so there is no liability whatever. Mr. Crofts strongly recommends these shares, and can offer a few at £2 7s. 6d. net.

GREAT ROYALTON.—A splendid improvement has taken place. The north lode has been cut. The agent reports it to be very rich—"in fact nearly solid tin for 6 in. wide." This improvement is most important.

ROCHE CONSOLS.—Lode cut rich for tin in the engine-shaft (vide reports of both mines).

SPECIAL BUSINESS IN THE SHARES.

Every description of shares bought and sold at NET prices.

Bankers: Metropolitan Bank.

MR. W. H. BUMPUS, STOCK AND SHAREDEALER,
44, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE the following SHARES:—

50 Anglo-Austral, 17s 6d	100 Frontino, 5s. 3d.	3 Providence.
100 Anglo-Austral, fully	10 Great Vor, £29½.	10 Roman Grav., £18.
paid, 16s. 3d.	50 Gwydyr Park, 16s. 3d.	35 Rhydallog, fully pd.,
30 Birdseye Ck., £4 1s 3	10 Great Laxey, £14½.	30s.
50 Bog, £29½.	100 Gt. No. Laxey, 15 per	50 South Aurora, £2½.
25 Bluen Caclan, 25s.	cent. pref. 13s. pd.	60 So. Rom. Grav., 24s.
25 Bwadrin Consols.	31s. 6d.	10 So. Condurrow, £2½.
100 Chontales, £2 1s. 6d.	50 Gt. No. Laxey, 22s.	30 Sweetland Ck., £3½.
50 Caegynon, 21s. 6d.	10 Harlech, fully paid,	20 Thorhill Reef, 31s.
15 Caro Camborne, £3½	offer wanted.	100 Taquaril, 4s 9d.
1 Caru Brea, £150.	20 Marke Valley, £4 14 3	15 Tankerville, £10½.
50 Drake Walls, 19s. 3d.	15 New Lovell.	25 Utah, £10½.
20 Don Pedro, £3 6s. 6d.	30 No. Tankerville, 18s.	50 West Caradon.
15 East Caradon, £4½.	40 Pennerley, £3½.	10 West Polbrean, £3.
50 East Llangynog.	60 Perkins Beach, 28s.	20 W. Tankerville, £3½.
10 East Lovell, £1½.	15 Polbrean, £4½.	100 W. Granville, £9½.
15 Eberhardt, £18½.	25 Pacific, £4½.	50 West Maria, call pd.,
100 Eclipse, 18s. 6d.	50 Prince of Wales, 23s 6	25s. 6d.
10 East Van, £9½.	30 Pynllimmon, £2 5s.	3 W. Chiverton, £18.
50 East Harprey, £1½.	fully paid, £2½.	

W. H. B. transacts business in every description of shares at the best market prices, and free of commission.

Bankers: National Provincial Bank of England, E.C.

MR. Y. CHRISTIAN, STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, E.C.

Bankers: Bank of England.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE
BROKER, 19, THROMGORTON STREET, LONDON, E.C.

Every description of shares BOUGHT and SOLD at the best market prices.

MR. C. POWELL, STOCK AND SHAREDEALER,
78, OLD BROAD STREET, LONDON, E.C.

MR. THOMAS SPARGO, MINING ENGINEER, STOCK
AND SHAREDEALER, 224 and 225, GRESHAM HOUSE,
OLD BROAD STREET, LONDON, E.C.

MR. THOMAS THOMPSON, JUN., STOCK AND
SHAREDEALER AND MINE AGENT, 5, WHITEHALL,
LONDON, S.W.

Some valuable hints as to the purchase of mining shares will be found in Mr. THOMPSON'S "Investment Circular" for October; now ready; post free, price 6d.

MR. T. A. MUNDY, STOCK AND SHAREBROKER,
38, BISHOPSGATE STREET WITHIN, E.C.

Bankers: City Bank.

MR. JAMES STOCKER, STOCK AND SHAREDEALER,
2, CROWN COURT, THREADNEEDLE STREET.

BUYER OF BULLER AND WEST CARADON.

Bankers: London and Westminster (Established Twenty Years).

MR. C. A. POWELL, STOCK AND SHAREDEALER,
No. 1, PINNER'S COURT, OLD BROAD STREET, E.C.

References exchanged. Bankers: City Bank, Finch-lane.

HOOKE AND CO., STOCK AND SHAREDEALERS,
LIFE, FIRE, AND MARINE INSURANCE AGENTS,
9, UNION COURT, OLD BROAD STREET.

FOR SALE:—50 East Llangynog, 30 Gwydyr Park, 20 New Rosario, 40 Cwm Ricker, 20 Terras, 15 El Chico.

WANTED:—LLANARMON shares. State number and lowest price.

ABRIDGMENT.—See agent's report in this day's Journal.

MESSRS. SANDY AND CO., STOCK AND SHAREDEALERS,
No. 2, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

Established Twelve Years.

Business transacted in every description of Stocks and Shares at close prices.

Messrs. SANDY and Co., being in daily communication with many practical people in the neighbourhood of the mining districts, are in a position to afford such information necessary for the interests of the public.

Daily Price-List on application.

MESSRS. WM. MARLBOROUGH AND CO.,
29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established

17 years), have FOR SALE the FOLLOWING SHARES at prices annexed:—

50 Aberdunant.	50 E. Llangynog, £3.	20 Pennerley, £29½.
50 Almaden, 19s. 6d.	100 Eclipse, 18s. 6d.	50 Pynllimmon, 39s.
10 Assheton, £39½.	10 East Van, £9 3s. 9d.	30 Perkins Beach, 28s 9d
30 Bog, £2 10s.	10 Eberhardt, £18 8s 9d	2 Providence, £25½.
20 Bronllyd, £2 7s.	100 East Terras, 20s.	5 Roman Gravels, £18½
25 Birdseye Creek, £2 19 6	10 East Lovell, £14½.	10 So. Caradon, £7½.
20 Bluch Consols, 25s.	25 E. Grenville, £2 1s.	2 South Franco, £25½.
15 Blue Hills, 40s.	5 East Basset, £10½.	1 So. Caradon, £19½.
20 Brynambor, 6s. 9d.	30 East Seton, 33s.	50 So. Roman Gravels,
25 Caegynon, 28s. 3d.	30 Frank Mills, 17s.	22s. 9d.
20 Cashwell, £29½.	25 Gt. No. Laxey, 33s.	10 So. Condurrow, £9½.
50 Chontales, 40s. 6d.	5 Great Laxey, £15½.	3 So. Aurora, 39s. 6d.
30 Cathedral.	60 Great Royalton, 9s.	5 Tankerville, £17½.
1 Caru Brea, £147.	5 Great Vor, £29½.	50 Van Consols, 21s.
5 Cwm Ricker.	10 Hington, £3 1s. 3d.	10 Utah, £10½.
2 Cook's Kitchen, £25½.	250 Llynchys, 3s.	10 West Basset, £7½.
13 Cwm Vron, 24s. 9d.	30 Lovell Consols, 2s. 6d.	5 W. Chiverton, £17½.
50 Drake Walls, 16s. 6d.	25 Nanglies, 14s. 9d.	50 Wheel Crebor, 21s. 6d
5 Ding Dong, £8½.	40 New Lovell, 48s. 9d.	10 Wheel Grenville, £9.
2 Dolcoath, £21s.	2 No. Roskear, £22½.	10 Wh. Kitty (Lelant),
1 Devon Consols, £108½	20 North Crofty, 37s. 6d.	£6½.
20 Don Pedro, £2 16s. 3d.	1 New Seton, £27½.	5 Wheel Buller, £38½.
premiun.	50 Prince of Wales, 21s 3	40 West Maria, 25s.
75 Excelsior, 7s. 6d.	50 Glamorganshire, 29s 9	20 W. Caradon, £2 9s.
50 Franco Consols, 20s.	10 Penhalls, £5½.	30 W. Drake Walls, 4s. 6

THE PROPERTY OF A DECEASED CLIENT.

TO BE SOLD, FOR CASH, at the prices affixed, and free of any commission, the following shares, or any part:—

50 Old Bathols, £13½. 20 Great Lovell, call pd., 4 (2018th) Wt. Francis, £28½, ex div.

40 West Tankerville, £37s. 50 Old Treburgett, £1 60 South Van, 10s.

20 Kansas, £25½. 50 W. Drake Walls, 4s 6

Apply to Messrs. MARLBOROUGH and Co., 29, Bishopsgate-street Within.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established

21 years), is a SELLER of the following shares at net prices of:—

10 Wheel Kitty (St. Agnes), £13½; 100 St. Agnes Consols, £2 18s. 9d.; 1 Devon Great Consols, £107½; 3 Providence, £25½; 20 Great North Laxey, £1 18s. 9d.; 100 New Beldon, 6s. 3d.; 75 Wheel Crebor; 1 South Roman Gravels, 24s.; 60 West Caradon, 50s.; 75 Prince of Wales, 22s. 6d.; 100 Gwydyr Park, 16s. 3d.; 10 West Chiverton; 15 New Pembroke, £5; 15 Hington Down, £2½; 40 West Polbrean, £2 18s. 9d.; 27 Polbrean; 2 New Seton, £25½; 40 Caegynon, 28s.; 40 Chiverton Moor; 50 Cwm Ricker; 30 Drake Walls, 17s.; 100 Excelsior, 7s.; 50 East Van; 60 Nanglies, 14s.; 50 Pynllimmon, £2 1s. 6d.; 100 Cathedral; 100 Wheel Arthur; 50 Okei Tor, 34s. 6d.; 200 Vron United, 18s. 6d.; 3 Cook's Kitchen; 20 South Condurrow; 20 New Lovell; 50 Parys Mountain, £2 0s. 6d.; 20 Utah, £11; 250 Taquaril, 4s. 9d.; 50 United Mexican; 10 Eberhardt, £17½; 100 Pacific; 200 Birdseye Creek; 500 South Aurora.

MR. PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON, E.C.

Bankers: The Alliance Bank, and Union Bank of London.

TANKERVILLE—ROMAN GRAVELS.—

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST," No. 658, of Friday, Oct. 27, contains the latest particulars of the above, and also of the LEADING COPPER and TIN MINES of CORNWALL.

WEEKLY MINING CIRCULAR, EVERY FRIDAY.—

LONDON DAILY RECORD, STOCK & SHARE LIST, Every Evening.

Published by P. WATSON, Stock and Sharedealer, 79, Old Broad-street, E.C.

MR. ALFRED E. COOKE

(Son and Successor to the late Mr. Edward Cooke),
76, OLD BROAD STREET, LONDON, E.C.

Bankers: Alliance Bank (Limited).

MR. W. H. CUELL,
No. 42, CORNHILL, LONDON, E.C.

Daily price-list on application.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., transacts business at

net prices in every description of security.

Parties wishing to Transact Business in the following are requested to communicate:—

BOG. **GWYDYR PARK.**

BWICH CONSOLS. **LLANARMON.**

CALDECK FIELDS. **NORTH POOL.**

CAERPHILLY COLLIERY. **ROSEWALL HILL.**

DRAKE WALLS. **SOUTH DARREN.**

EAST BASSET. **SOUTH ROMAN GRAVELS.**

EAST SETON. **TAKUARIL.**

FRANK MILLS. **WEST GODOLPHIN.**

MESSRS. W. DUNN AND CO., STOCK AND SHARE-
DEALERS, 3 AND 4, GREAT WINCHESTER STREET BUILDINGS,

LONDON, E.C.

Bankers: National Provincial Bank of England.

FOR SALE, at prices affixed:—

15 Blue Hills, £2 5s. 5 Gt. Laxey, £14 17s. 6d.

20 Bog, £2 5s. 6d. 30 Gt. No. Laxey, £1 13

10 Bronllyd, £2 7s. 6d. 20 Gunnislake (Chiters),

50 Caegynon, £1 10s. £1 10s.

25 Cathedral, £3. 10 Hington Down, £3½

15 Cefn Consols. 10 New Lovell, £29½.

25 Chontales, £2 1s. 6d. 20 North Crofty, £1 15s.

10 Cruver & Abraham, £1 12s. 6d. 10 North Roskear, £23s.

£1 12s. 6d. 10 Penhalls, £5 5s. 20 West Tankerville, £17 15s.

1 Ding Dong. 50 Pennerley, £17 15s.

3 East Basset, £11. 50 Perkins Beach, £1 7s.

5 East Bottle Hill. 20 Prince Wales, £1 2 6

20 East Llangynog, £3. 10 Rhydallog, £1 12s. 6d.

5 East Lovell, £14 10s. 5 Roman Grav., £18 7 6

20 East Seton, £1 11s. 40 Rosewall Hill, £1 2s 6

10 East Van, £9 5s. 60 Royal Swedish Rail, £5 15s.

5 Eberhardt, £18½. way, £5 paid, 7s 6d. 10 Wheel Lucy, £2 10s.

25 Excelsior, 7s. 6d. 10 So. Caru Brea, £7 15s.

W. D. and Co. recommend the following shares:—For Dividends: Margaret, Penhalls, and Cashwell. For Market Rise: New Lovell, South Crofty, Rosewall Hill, and Hington Down.

MESSRS. POWELL, DIXON, AND CO., 26, CHANGE
ALLEY, LOMBARD STREET, E.C.

BUY and SELL every description of STOCKS and SHARES at current prices net.

We can name two or three mines for a great rise during the next few months.

SILK AND CO., STOCK AND SHARE BROKERS,
32, REGENT STREET, PICCADILLY, W.

FRANK LEMMER, Secretary.

Will be ready in a few days, price One Shilling.

WHAT TO SELECT—WHAT TO AVOID.—

Useful hints to Investors in Mines. All interested in British and Foreign Mines will benefit by their perusal. It will also contain useful information relative to:—

Eberhardt and Aurora. East Van. Carn Brea.

Utah Silver Mining Co. Roman Gravels. Pennerley and Vron.

Richmond Consolidated. Wheel Buller. Pennerley, &c., &c.

Copies can be had on application to:—

MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

Who has had Twenty-seven years' Experience in the Mining Market.

Bankers: London Joint-Stock Bank.

EDWARD BREWIS AND CO.,
19, BISHOPSGATE STREET WITHIN, CITY, LONDON, E.C.

Every description of shares bought and sold at best prices.

Bankers: The Alliance Bank (Limited), London, E.C.

MR. JONES, 19, GREAT ST. HELEN'S, LONDON, E.C.

has the FOLLOWING SHARES FOR SALE, or any part, free of commission:—

100 Anglo-Brazilian. 25 Excelsior Gold. 40 West Godolphin.

20 Anglo-Australian. 50 Great Royalton. 15 South Condurrow.

10 Camp Floyd. 5 East Lovell. 5 Tankerville.

20 East Basset. 25 Mining Association. 10 Rhydallog.

35 East Bottle Hill. 25 East Llangynog. 10 Utah.

10 Eberhardt. 10 Malaga Lead Pref. 5 West Chiverton.

MR. HENRY MANSELL, STOCK AND SHAREDEALER,
34, GREAT WINCHESTER STREET, LONDON, E.C.

MR. HENRY MANSELL is on a tour of inspection relative to ALL-TY-CRIB, EAST LLANGYNOG, &c., returning on Wednesday, when he will be happy to give every information respecting these properties.

GREAT VOR, SOUTH CONDURROW, EXCELSIOR, GWYDYR PARK, WEST MARIA AND FORTRESS, and WEST CARADON shares are also safe to buy at present quotations.

References exchanged.

Daily List of Latest Prices sent free on application.

WHEEL GRENVILLE, EAST WHEEL GRENVILLE,
Treleagh Wood, West Caradon, Wheel Lucy, Wheel Buller, New Rose-

warne, and Wheel Crebor Mines specially recommended. Wheel Grenville shares, in all probability, will be worth £20 each; East Grenvilles, £10; Treleagh Woods, £150; West Caradons, £7; Wheel Lucy, £20; New Rosewarne, £150; and Wheel Crebor, £2.

Mr. JOHN RISLEY (SWORN) STOCK AND SHARE BROKER,
77, CORNHILL, LONDON, E.C.

MESSRS. ENDEAN AND CO., STOCK AND SHARE
DEALERS, 55, GRACECHURCH STREET, LONDON, E.C.

All marketable stocks dealt in for cash or account.

MESSRS. J. HUME AND CO., 74, OLD BROAD STREET,
LONDON, E.C.

Eberhardt and Aurora commenced with bright prospects, and has been sustained by sanguine hopes of large quarterly dividends. When we hear that the profits are swallowed up—that, in lieu of a dividend, £40,000 more capital is wanted—the great fall in value of the property is not to be wondered at. It is a pity that shareholders should have been kept in ignorance of the state of their affairs, though the directors have, no doubt, maintained silence with the best motives.

THE CASTLE GATE TIN MINING COMPANY, AND THE CASTLE AN DINAS TIN MINING COMPANY (LIMITED).

THE LONDON STOCK AND SHARE AGENCY,
165, STRAND, LONDON (Established Sixteen Years).

Recommend these TWO MINES to investors at present prices. There is no mineral investment to approach them as regards value. Full particulars by request. See reports.

The LONDON STOCK AND SHARE AGENCY'S "Circular" will be ready in a few days, post free for one stamp: it will contain valuable information for investors.

MR. CHARLES THOMAS,
MINING AGENT, 3, GREAT ST. HELEN'S, LONDON, E.C.

MESSRS. A. W. THOMAS AND CO., 10, COLEMAN STREET,
E.C., MINING AGENTS, AND STOCK AND SHAREDEALERS.

Monthly Circular for October now ready; post free, 6d.

MESSRS. G. LAVINGTON AND A. PENNINGTON,
44, THREADNEEDLE STREET, E.C., STOCK AND SHAREDEALERS

have BUSINESS in the undermentioned:—

Birdseye. Mary Ann. Sweetland Creek.

Eberhardt. Powell United. South Aurora.

Eclipse. Pennerley. Tankerville.

Kitty (St. Agnes). Pacific Gold. Utah.

Kitty (Lelant). Bog. West Kgalir Lla.

Parties wishing to purchase or sell in the foregoing are requested to make early application.

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LAVINGTON AND PENNINGTON, SWORN BROKERS.

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LAVINGTON AND PENNINGTON'S "MONTHLY RECORD
OF INVESTMENTS," containing an exhaustive Review of the British and

Foreign Stock and Share and Money Markets, &c., with an enumeration of safe investments, paying from 10 to 20 per cent. Price 6d. per copy, or 8s. annually.

G. LAVINGTON and A. PENNINGTON, 44, Threadneedle-street, London, E.C.

SHARE INVESTMENTS.—Shares in good mines are now in

great demand, and may be bought to give early and large profits if judiciously selected. The undersigned, having had considerable practical experience, offers his services to investors, and will furnish a list of his selections, both for permanent dividends and for a quick market rise.

T. E. W. THOMAS, Stock and Sharedealer, 3, Great Winchester-street-buildings, E.C.

SOUTH CONDURROW.—Shareholders in this mine who, acting upon my advice, retained their shares have felt the advantage of so doing. The dividend of 7s. 6d. per share, declared last week, is merely the prelude to a long course of prosperity, and but faintly indicates the resources of the property. My present purpose is to call attention to the price of the shares, which, in my opinion, is very much below their value. Verb. say.

BARTLETT AND CHAPMAN, STOCK AND SHARE
DEALERS, 36, CORNHILL, LONDON, E.C.

"Handybook for Investors," price 10s. 6d., post free.

"British Mines and Mining," price 2s. 6d., post free.

JOHN B. REYNOLDS, STOCK AND SHAREDEALER,
70 and 71, BISHOPSGATE STREET WITHIN, LONDON, E.C.

Is able to obtain reliable information concerning British and Foreign Mines. The long experience he has had is at the service of the public.

Mr. REYNOLDS offers FOR SALE:—

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For Excellence
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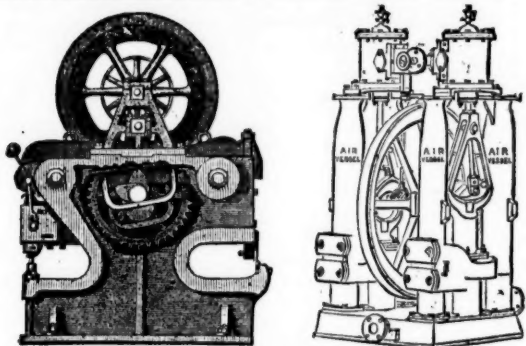


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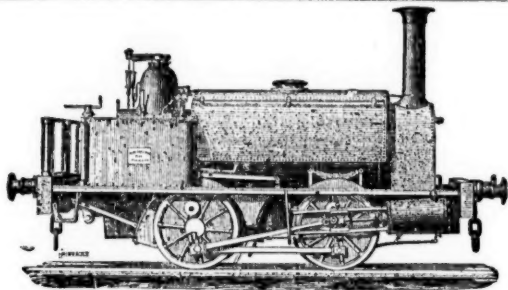
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PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES;
STEAM CAPSTANS; and CRUSHERS of various sizes. BOILERS,
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FOR PUMPING AND WINDING.
SPECIALLY ADAPTED FOR PITS, QUARRIES, &c.
SIMPLE AND STRONG; require NO FOUNDATION
OR CHIMNEY STALK, and are
EASILY ERECTED OR REMOVED.
Sizes, from 2 to 30-horse power.
Stationary Engines, 1 to 30-horse power, with or
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JOHN AND EDWIN WRIGHT,
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MANUFACTURERS OF EVERY DESCRIPTION OF
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PATENT FLAT AND ROUND WIRE ROPES
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UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM.
CITY OFFICE, 20, 5, LEADENHALL STREET, LONDON, E.C.

LABORATORY OF ANALYTICAL CHEMISTRY,
4, THE CEDARS, PUTNEY, LONDON, S.W.

ESTABLISHED 1869.
ANALYSES and REPORTS on METALLIC ORES, METALS, &c., daily attended to by Dr T. L. FRISON, F.R.S., Member of the Chemical Society Paris, &c.

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CELEBRATED DOUBLE-REFINED CAST-STEEL
FOR JUMPERS AND DRILLS USED FOR HARD ROCK AND MINES.
Best quality at the lowest manufacturer's price. Delivered free.

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GENERAL DEPOT, AND STOCK OF ALL SIZES AT
FERRY ROAD, MIDDLESBOROUGH-ON-TEES.

References given to Cumberland, Cornwall, Scotland, and Cleveland Mines.

BLAST-FURNACE ORE.

THE DALTON HEMATITE MINING COMPANY,
ULVERSTON.
Are in a position to SUPPLY DARK BLAST-FURNACE ORE, to consumers only.

MECHANICAL VENTILATORS FOR MINES
MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

HAVE now a speciality for the construction of the "GIBBAL"
FAN, with their Engines designed expressly for them. Tenders sent on application.

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FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES,
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T. CURRIE GREGORY, Secretary.

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Contain Silica in a peculiar form, extracted from a mineral of volcanic origin, only as yet discovered in a single deposit, rendering the surface of iron and wood indestructible and unchangeable, causing the paint to petrify; it has no chemical action like lead paint when applied to metal; it sets quickly, and dries as hard as marble; its covering properties are so much greater than ordinary paint that it is the most economical of all paints.

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Registration of New Companies.

The following joint-stock companies have been registered:—

CAMBRIAN MINERAL COMPANY (Limited).—Capital 7000*l.*, in 700 shares of 10*l.* each. To acquire and work certain Welsh mines is the object of this company. The mines are known as the Cwmwenn Isaf and Cwmwenn Ucha, at Llanbaidr, in Montgomeryshire, and Bulch Croylan, in the manor of Mochmant. This company is a "close" one, the whole of the shares being apportioned among the seven gentlemen necessary to constitute a company, and whose names are appended to the Memorandum of Association. They are:—Edward Furlion, 23, Bachelor's Wall, Dublin; W. T. Serjeantson, 70, Hope-street, Liverpool; Henry Farmer, New Brighton; Charles Seagrave, Knotly Ash; T. S. Stuke, Ravenshill, Lancashire; F. Seagrave, Knotly Ash; Benjamin Tanner, New Brighton.

LONDON SEA-WATER BATHS AND SUPPLY COMPANY (Limited).—Capital 20,000*l.*, in 5*l.* shares. This company is formed to construct and let swimming and other baths, and also to sell sea water. The promoters, who (with one exception) take up one share each, are—John J. Cowdy, 5, Rutley-gardens, Kennington-park, two shares; T. J. Malloy, 7, St. James's-grove, Peckham; John Hoyle, New Cross, S.E.; J. Farrow, 9, Ann's-road, South Hackney; Alfred Chester, 5, Leadenhall-street; E. H. Straker, 8A, St. Mary Axe; A. Chester, 5, St. George's-street, Peckham.

THE ESPINOSA SILVER MINING COMPANY (Limited).—Capital 150,000*l.*, in 25,000 shares of 5*l.* each. This undertaking proposes the purchase and working of silver mines in Mexico. The properties to be acquired are the Espinosa, Salaguen, and Damasita Mines in San Antonio, Lower California. The subscribers are—J. R. Ripley, Streatham Common; Alfred Melhado, Richmond-road, Bayswater; E. J. Randall, 70, Bishopsgate-street; George Day, 35, Coleman-street; Nathaniel Plant, 17, Exeter Hall, Strand, London; R. G. Biggs, 6, St. John's-road, Hoxton; Thomas Shaw, 7, Grove-terrace, Balham. These each subscribe for five shares.

THE WISBEY PERSEVERANCE MILL COMPANY (Limited).—Capital 10,000*l.*, in 1*l.* shares. Objects:—To purchase land, and build and maintain a manufactory at North Brierley, in Yorkshire. The subscribers, all inhabitants of North Brierley, are—S. Holdsworth, 100 shares; A. Priestley, 100 shares; Thomas Woodhead, 100 shares; Samuel Lawton, 100 shares; E. Townend, 50 shares; W. Hodgson, 10 shares; and William Tucksmith, 10 shares.

CADIZ WATERWORKS COMPANY (Limited).—Capital 150,000*l.*, in 10*l.* shares. This company is started to supply Cadiz and the neighbourhood, including the towns of Puerto Real and St. Fernando with water. The subscribers (who sign for one share each) are—G. W. Bell, 114, Chancery-lane; Samuel Slater, 36, Moorgate-street; C. S. Hale, 8, Copthall-court; J. Patterson, Peckham, Surrey; J. Dixon, Lawrence Pountney-hill; E. F. Piers, St. George's Ironworks, Manchester; J. H. Armstrong, 22, Hornsey-street, Holloway.

EXCELSIOR HYDRAULIC GOLD WASHING COMPANY OF CALIFORNIA (Limited).—Capital 350,000*l.*, in 75,000 shares of 10*l.* each, of which 200,000*l.* is preference capital. This company is formed to acquire and work the Coon Hill auriferous gravel deposits near Placerville, California, by hydraulic power, and to do such other things as may be incidental or conducive to the ends in view. The subscribers are—Elias de Pass, 30, Gloucester-terrace, Hyde Park; Thomas Bingham, 24, Belisle Park; D. R. M. Gomet, 77, Cannon-street; G. Black, City-road, E.C.; Stephen Otis, Surrey-street, Strand; J. O. Chadwick, 65, Moorgate-street; and M. Buck, 21, Q. adrant-grove, N.W. These each take one share.

CARDIGANSHIRE OLD BOG MINE (Limited).—Capital 30,000*l.*, in 12,000 shares of 2*l.* 10*s.* each. The acquisition and working of the Old Bog Mine at Llanbadarn-fawr, in Cardiganshire, is the object of this company. The subscribers (who take up one share each) are—E. R. Perkins, Pontesbury, Salop; J. R. Perkins, Pontesbury; W. Nancarrow, Shrewsbury; S. Jukes, Shrewsbury; H. W. Badger, Shrewsbury; T. Bradbury, Bretchell, Tisbury, Salop; E. A. Waller, 2, Marice-terrace, Clapham Rise; and J. Herbert, 49, Albion-road, Dalston.

HAZEL GROVE, CALCOT HALL, AND CARRUM AMALGAMATED LEAD MINES COMPANY (Limited).—Capital 50,000*l.*, in 5,000 shares of 5*l.* each. The object of this company is to purchase and work the mines in Wales known by these names. The subscribers are—John N. Brown, Anglesey House, Handsworth, Staffordshire, 50 shares; E. J. Dixon, Glanada, Bangor, 5; R. N. Griffiths, High-street, Bangor, 5; J. T. Gray, Monkspath Priory, Tamworth, 5; Henry Howell, 47, Ann-street, Birmingham, 5; F. Simpson, Slon House, Stourbridge, 5; David Jones, Brynford Rectory, Flintshire, 50.

FOREIGN MINING COMPANIES—No. III.

BIRDEYE CREEK GOLD.

Capital £60,000, in 15,000 shares of £4 each.

This company was formed at the beginning of the present year, for the purchase of an extensive property in the eastern portion of Nevada county, California, comprising 16 auriferous gravel claims or mines, worked by the hydraulic process, and also certain water rights, with a valuable canal or aqueduct, which was constructed nearly 20 years since, at an outlay of 20,000*l.* The auriferous hill deposits belonging to the company have a superficial area of about 45 acres, and vary from 100 to 200 ft. in depth, gold being disseminated throughout. Seven of the claims are on Brown's Hill, only two of which are worked, but two of those unworked are described as equally rich. From this hill 200,000*l.* in gold is said to have been extracted, although only one-eighth of the auriferous ground has been exhausted; five other of the claims are on Independence Hill, but only one (or three united as one) is in operation; one of the dormant claims has a tunnel 500 ft. in length almost completed, which has cost 20,000*l.*, and when finished the claim can be most profitably worked—from this ground and contiguous claims on the hill also 200,000*l.* in gold has been obtained, while six-sevenths of the auriferous ground of the claims remain intact; the remainder of the company's property is at Waulopa, the whole of which, it is said, can be profitably worked, although it will not be required for many years.

The general deposits are of two kinds, constituting the upper and lower strata. The lower deposit, or "blue lead," is very rich in gold, and from 500 to 1000 ft. in width, and 10 to 15 ft. in thickness; it consists of a hard cement, requiring power to crush, or time to slack and separate, before gold can be extracted. Above the "blue lead" is a much larger deposit of similar formation, but not so hard, varying from 100 to 200 ft. in thickness; this is successfully treated by hydraulic power.

The aqueduct is about 15 miles in length, and has a capacity of 200 in. per day. It has been for many years the principal source of water supply to the local miners. It possesses the prior right of taking water from the head of Steep Hollow Creek, whence it is conveyed along the sides of the hills to the top of the alluvial mining ground, where reservoirs are constructed for its accumulation. Mr. C. Bever, M.E., of Grass Valley, California, describes this water property as a very valuable right, and a leading feature in the property, the value of which cannot be too highly appreciated.

The property of the company is freehold, and comprises two mills (one of 8 and one of 10 stamps) for crushing the cement, which, as stated above, is the lower and richer stratum that cannot be washed off or "hydraulised," like the more earthy deposits above. The cement is easily treated in the stamp-mills, as each stamp reduces 3 tons per day, or about three times the quantity usually crushed in the same time. Auriferous deposits of this kind neither promise enormous dividends, nor incur the risk of ordinary mining. The workings are entirely open, above the level of the surrounding country, and of an extent and richness readily ascertained; the yield is more constant and regular; and when failures occur it is generally attributable to the cost of the water, which is the chief item of expense. It is stated that there has been scarcely an instance in which large profits have not been made where the water property and the mines have been in the same hands.

Hydraulic mining came into use in 1853, which enabled the miners to work with a profit of vast amount on auriferous ground, that would never have paid by the old process of sluicing. About April, 1852, Mr. Chabot used a hose of some 35 or 40 ft. in length, through which the water was conducted from the top of the bank to the bottom of the diggings. There was no pipe or nozzle at the end, but still it was found to be a great saving in sluicing off the earth and gravel that had been picked down, and also a convenience in cleaning up the bed-rock. So far as known, the hose was not used that season in any other claims; and it does not appear that Chabot discovered the great advantage that would result by directing the stream of water against the bank. This discovery was made by Mr. E. E. Matterson a year later. In April, 1853, Matterson and his partners, who were working claims on American Hill, rigged up a hose, attaching a nozzle at the end, and directing it against the bank, as water is thrown upon a building by a fire-engine, found that a small stream of water would do the work of 100 men in excavating earth. Very soon after this the "hydraulic" was adopted by the miners throughout the county, wherever water and a sufficient fall could be procured. Successive improvements have been made in hydraulic mining until the appliances now in use but little resemble those of 1853; but the principle is the same, and to Matterson is due the credit of the important discovery.

As to the Birdseye Creek Company, although, as above stated, it has been formed but a few months, a considerable amount of profit has already been realised, and dividends would have been declared had it not been deemed advisable to enlarge and improve the aqueduct, and also direct its course to a portion of the company's property required to be worked, and at the same time prepare several of the claims for working upon a more extensive scale than has been carried on up to the present time. An additional property has likewise been purchased, enabling the Uncle Sam and Malory claims to be worked to great advantage. It is expected the aqueduct will be completely finished by the end of November, when it will carry nearly double the head of water hitherto available. The prospects of the company are most favourable, for there can be no reasonable doubt that permanent dividends will be declared, as the present resources are much greater than set forth at the inception of the company. The company have secured the services of Mr. Stone, a gentleman of great local experience, having for many years the entire management of hydraulic works in the immediate locality of the company's mines.

It is only a fair meed of justice to state that Mr. George Batters was the first to introduce this class of mining to English capitalists, and subsequent investigation attests that his judgment was sound. Mr. Batters showed from statistical facts that about two-thirds of the entire gold from California was realised by hydraulic mining, and that when the "blue lead" was secured, the channel of the ancient river deposits, exhibiting a width in places from 1000 to 7000 feet in width, and 100 to 200 feet in depth, a regularity of returns and permanent profits could be depended upon for a long series of years, inasmuch as the work is visible to the naked eye, under such conditions that a tolerably accurate opinion can be formed as to the result. The claims secured by this company are estimated to yield profits for 40 to 50 years. The tunnels now being driven will probably take two years to complete, when largely increased profits are expected; but it must not be understood that these additional works will in the meantime in any way interfere with the regular dividends.

Meetings of Mining Companies.

FERGUSON GOLD MINING COMPANY.

The first ordinary general meeting of shareholders was held at the offices, Gresham-house, on Thursday.

Mr. THOMAS COOKE WRIGHT in the chair.

Mr. J. J. TRURAN (secretary) read the notice convening the meeting. The report of the directors congratulated the shareholders upon the success which has attended the formation and earliest operations of the company. The company was registered on May 19. The number of shares applied for largely exceeded 15,000, and the whole of the capital of 30,000*l.* was immediately subscribed and paid up in full. Mr. Inch, the able manager of the company in California, left England on June 3, and used such expedition that before the end of July he had returned, and not only of the Ferguson Mine—the primary object of the formation of the company—but also of the Markie Mine, which, like the Ferguson, was bought by the company directly from discoveries at the price asked by them, and without paying any promotion money or giving any free or deferred shares. The prices paid by the company were, for the Ferguson Mine, 20,312*l.* 10*s.*, and for the Markie Mine, 7*l.* 6*s.*, including all machinery, buildings, tools, and stores on both mines and the net profits from July 1. The titles were examined by Judge Heydenfeldt, the company's Californian solicitor, and pronounced unimpeachable, and the mines have been duly conveyed to the company free from any rent or royalty.

The Ferguson Mine is in Mariposa county, on the main branch of the Merced river, flowing from the Yosemite Valley at a moderate distance below the gigantic trees now so famous in England. It possesses unlimited free water-power, and an abundance of timber is within reach; and although it is at present poorly provided with roads, that want is being rapidly supplied by the advance of a railway and its attendant population. The Markie Mine is in Amador county, and is most conveniently situated for everything except water, the supply of which has been very deficient during the late unusually dry summer; but an increased supply sufficient in ordinary years can probably be obtained at a small expense. Midway between the two mines, and about 54 miles from each of them, stands Sonora, the chief town of Tuolumne county, a place of considerable and rising importance, having foundries and engineers' shops, and railway communication with San Francisco and New York. Both mines are of unusually large extent. The Ferguson has a run of 574 ft. on the course of each of three veins, the Markie only one of which has yet been worked, and that imperfectly for one-fourth of its length, and one-sixth of its length. The Markie has a run of 3000 ft. on the course of the vein, and has been worked only 250 ft. in length and 250 ft. in depth. In both mines operations have been carried on hitherto upon a very limited scale. In August the Ferguson mill crushed, in 27 working days, 202 tons of rock, being 7½ tons a day, and the yield was 96*l.* 6*s.*, or at the rate of £30 5*s.* 6*d.* per ton. No new stamps had been then erected, but Mr. Inch had (as in his original report he stated) that he should be able to do so, altered the eight old stamps as to increase their crushing capacity from 5 to 7½ tons a day, and he is now preparing to erect in an inexpensive manner eight additional stamps. The quality of the Ferguson ore obtained in August was remarkably good. Mr. Inch's estimates in his original report were based upon a yield of 15*l.* per ton: the actual yield, as already mentioned, doubled that amount, and strongly confirmed the statement of the former owner, that the mine had never yielded less than 20*l.* ore, and had for the year ending June, 1870, averaged 93*l.* a ton. Mr. Inch states that the Ferguson Mine altogether is looking well.

The Markie is a mine of much promise. At the time when it was bought by the company the former owners had worked on only one shoot of ore for 235 ft. in depth and 250 ft. in length, from which they obtained very large quantities of gold. Strange as it may appear, they contented themselves with taking away nearly all the ore which could be got down to that depth without attempting to sink their shaft deeper or to extend their tunnel, and then they sold their territory as a mine. Mr. Inch's primary care was to make the best use of men and machinery to sink and drive for new stops; and in order to defray what he estimated would be the expense of this work he took from the ore ground left by the former owners and crushed before Aug. 12, 27 tons of rock, which yielded 117*l.* 5*s.* 6*d.* per ton. This, however, seems to have been considerably above the average yield, for the 84 tons crushed in July returned only 357*l.* 9*s.*, or about 42*l.* a ton. He has now sunk the shaft 50 ft. deeper, and at that depth has driven to the main shoot which he expected to find, and actually found about 80 ft. from the shaft, but at 40 ft. from the shaft he met with a new shoot of ore never seen in the upper levels, which lasted for 35 ft. the vein being from 9 to 15 in. thick, and worth 40*l.* to 50*l.* a ton. By Sept. 25, the date of the last letters from the mine, he had driven some 19 ft. into the main shoot, and had found the vein there 14 in. wide, and worth 50*l.* to 80*l.* a ton. No ore was crushed at the Markie Mine after Aug. 12. The machinery bought with the mine consists of a steam-engine, 25-horse power, on the shaft, and another 16-horse power driving a mill of 12 stamps, capable probably of crushing 12 tons a day.

The capital account shows that 27,491*l.* 15*s.* 6*d.* for the purchase of the two mines; 521*l.* 4*s.* 7*d.* for law charges in California; and 869*l.* 4*s.* 3*d.* for the formation of the company and incidental matters in England, amounting altogether to 28,812*l.* 15*s.* 6*d.*, and leaving a balance of 1187*l.* 13*s.* 8*d.* to the credit of that account, of which 792*l.* 3*s.* 5*d.* are in the hands of the English and 395*l.* 10*s.* 3*d.* in the hands of the Californian bankers of the company. According to the very cautious estimates made by Mr. Inch in his original report, 5000*l.* would be required by the Ferguson Mine alone during the first 12 months in putting that mine with the crushing mill and water ditch, into proper order, and in erecting additional stamps; and with that expenditure the Ferguson Mine would pay, on a capital of 30,000*l.*, at the rate of 9 per cent. per annum for the first six months; 15 per cent. per annum for the next six months; and after 12 months 24 per cent. per annum. The capital was fixed at 30,000*l.* on the basis of that report, with a view to the purchase and working of the Ferguson Mine alone. Some 8000*l.* of this capital have been spent in buying and working the Markie Mine, which will itself need a considerable further outlay for improvements; and under these circumstances it may reasonably be expected that further capital must be raised. Mr. Inch, however, feels assured that he shall want no more capital for these mines, and that he shall be able to get from one or other of them enough to pay in the first instance from 20 to 25 per cent. per annum on the capital of 30,000*l.*, and to make all necessary improvements; and the directors have such entire confidence in his estimates that they do not ask at present for any increase of the capital. It may hereafter be worth while to raise further capital if an opportunity should occur of buying a valuable mine cheap. They hope that at the end of the first half-year's working they shall be able not only to pay a satisfactory dividend, but to carry over something to a reserve fund. The profit and loss account for July and August shows a profit of 1294*l.* 2*s.* 6*d.*; but it affords no criterion of the real capabilities of the mines, because, in consequence partly of want of water and partly of the temporary exhaustion of the mine, only 111 tons of rock were crushed at Markie during the two months, though the mill in full work might have crushed at least 600 tons, and the Ferguson mill with eight stamps crushed 422 tons in the same period. The directors feel assured that the shareholders will appreciate as highly as they themselves do the services rendered by Mr. Inch, and the fidelity, ability, and energy with which he has managed the company's affairs, and will share in their satisfaction with the result of his exertions.

The CHAIRMAN said his first duty was to congratulate the shareholders upon the very favourable position of their enterprise. No young mining company was able to present such a report as that now submitted at the end of about two months' working. The company was registered on May 19, and the number of shares applied for very largely exceeded 15,000, and the whole capital (30,000*l.*) was immediately subscribed. The board did not wish to claim any particular credit, but he might mention that the shares were strictly allotted in the order of priority of application, although some of the directors would have been extremely glad to have increased their holdings; and, although the shares were already at a premium, they were allotted in the proportion they were applied for, as far as the number would allow. Mr. Inch proceeded to California in June, and completed the purchase of the mine. In order that everything should be perfectly satisfactory, an independent solicitor was appointed—Judge Heydenfeldt, who happened to be a friend of his colleague, Mr. Petherick—and it was very satisfactory to find from the first letter received that this gentleman had upon a previous occasion transacted business with Mr. Inch, and had found him an excellent and straight-

forward man to deal with. The matter was very speedily completed, and the Ferguson Mine was acquired upon the stipulated terms; but most fortunately Mr. Inch was able also to secure the Markie Mine. In the original report Mr. Inch stated that the Ferguson for 20,000*l.* was, with one exception, the cheapest mine ever known—that exception was the Markie. It so happened that some months ago Mr. Inch telegraphed over to Mr. Petherick that a good gold mine was to be had for 15,000*l.* if purchased at once. They knew pretty well that nearly the value of the whole amount asked had since then been extracted from the mine, and that slaking had been suspended; and it was very fortunate for them that the owners, having nearly exhausted the present workings, were unwilling to sink to a greater depth, and to their utter amazement agreed to take 7000*l.* for it. That had proved a most beneficial speculation for the company, and had nearly doubled the value of the company's property, the whole of the purchase-money having been paid out of the original capital, which was intended to purchase the Ferguson only, with machinery. The returns from the two mines had been so very large that Mr. Inch now says he shall not want any more capital, but that he sees his way perfectly clear to pay dividends from 20 to 25 per cent. It would naturally be asked—Could they rely upon Mr. Inch's estimates? The reply was that those put forward in his original report had been borne out in a most remarkable manner. The returns showed exactly what he stated—7½ tons per day, yielding 30*l.* 5*s.* 6*d.* per ton. In every particular Mr. Inch's estimates had been more than verified. Having stated that the report of the directors showed substantially the tenor of Mr. Inch's letter, he proceeded to read several extracts, to the effect that as soon as the rains commenced (which, no doubt, was the case by this time) the reserves of very rich ore in Markie would come into the returns, and that Mr. Inch had no disposition to sell a single share at 5*l.*, for he had never seen his way so clear in any enterprise as this. Neither of the mines were opened sufficiently to make the returns uniform, but Mr. Inch's plan would be to bring the mines into this condition as soon as possible. He (the Chairman) further stated that Mr. Petherick had just received a letter from an American gentleman who had visited Ferguson, which stated that discoveries had been made north of the shaft, and that the mine was in a pre-eminently satisfactory condition. The writer of the letter was concerned in mining operations, and underdressed a great deal about Californian mines. The capital account showed a balance of 1187*l.* 13*s.* 8*d.*, unexpended, to which had to be added remittances which brought the amount up to 1782*l.* 13*s.* 8*d.*, including the profit of 395*l.* upon the Ferguson's operations—a most satisfactory evidence that the mines were paying when the money was received on this side. Under these circumstances the directors did not want any more capital, and they expected to be able to pay a very satisfactory dividend at the next meeting, and they hoped also to be able to carry forward something to a reserve fund. (Hear, hear.) Mr. Inch says that the dividends he shall be able to pay will be very much larger than those he states in his report, but he (the Chairman) thought the shareholders would be very well satisfied with the results already indicated. (Hear, hear.) He then moved the reception and adoption of the report.

Mr. CAVENTISH TAYLOR seconded the proposition. The CHAIRMAN, in reply to questions, stated that in consequence of the unusually dry summer, the "ditch" at Markie had been perfectly dry. In ordinary years, apparently, the supply of water would be ample. Mr. J. PETHERICK (a director), in reply to a question, testified to the ability and integrity of Mr. Inch, and had no hesitation in guaranteeing every word he said, as far as regards matters of fact. Mr. Inch was a most straightforward and honest man.

The motion adopting the report was put, and carried unanimously.

Upon the proposition of Mr. SURGEY, seconded by Mr. LAMBERT, Mr. Robert Tucker was appointed auditor.

The CHAIRMAN took occasion to remark that they had been very fortunate in securing one of the most efficient secretaries in Mr. Truran. The shareholders should know that Mr. Truran had had very large experience, forming both at home and abroad, and was, therefore, able to conduct the correspondence with extreme efficiency. It was a great thing to have the services of such a gentleman at such a price, but he hoped that when dividends were paid his remuneration would be increased. (Hear, hear.)

It was then resolved, upon the proposition of the CHAIRMAN, seconded by Mr. J. PETHERICK, that the hearty thanks of the shareholders be given to Mr. Inch for the fidelity, energy, and ability with which he had managed the business in California.

The CHAIRMAN mentioned that Mr. Inch had acted with great fidelity in so far as he had purchased the Markie Mine for 7500*l.*, although he knew the directors were prepared to give for it 20,000*l.*

Upon the proposition of Mr. PIGEON, seconded by Mr. WALKER, a unanimous vote of thanks was passed to the directors for their unremitting attention to the affairs of the company, and the very satisfactory results they have attained for the shareholders.

The CHAIRMAN, in acknowledging the vote, stated that looking back there was not a single circumstance connected with the company which they could have wished otherwise than as it was. There were very few enterprises in a man's life in which he could say so much. The only regret of the directors was that they did not take more shares.

The meeting then separated.

MALPASO GOLD WASHING COMPANY.

The statutory four-monthly meeting of shareholders was held at the company's offices, Winchester House, Old Broad-street, on Thursday.

Mr. ALFRED COBBETT in the chair.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN explained that there was really no business to be done, nor any resolution to be passed, but as the meeting was of necessity held in accordance with the Act of Parliament, they availed themselves of the opportunity of making a brief statement of the position of their affairs. The company was incorporated on June 29, and the 8000 shares were subscribed for and allotted on July 28. The directors at once sent out power of attorney to their agent at Bogota to take possession of the property, and arrangements were made to send Mr. Clarke from California with the necessary appliances for hydraulic washing. From the great distance between South America and here about three months are required for obtaining answers to a communication. The consequence was that the letter they received on the day preceding the meeting did not state the date at which Mr. Clarke arrived out. By the November mail they might obtain details, which would be at once communicated to the shareholders. The shareholders would see that the directors had lost no time in the matter, and Mr. McLean wrote that Mr. Clarke went out with the firm idea of making the concern a success. The application of the hydraulic process of mining was quite new to the district, but there was no question that the gold was there, and the only consideration was as to the most effective manner of obtaining it. If the hydraulic process succeeded there was no limit to the amount of profit that would be realised, and information to enable them to form an opinion upon that point would be forthcoming by November or December at the latest. It was gratifying to be able to state that the vendors ranked with them as shareholders, no money having passed by way of purchase, and upon the last 10,000 of the vendors' shares no dividend was payable until 25 per cent. had been paid to the other shareholders. They expected by the next mail to have a confirmation from Messrs. Koppel and Schloss that the property had been handed over. As to the position of their accounts, they had received 2000*l.*, and of this sum 429*l.* 0*s.* 10*d.* had been paid for machinery, passage, freight, and outfit of Mr. Clarke; and 41*l.* 5*s.* 9*d.* had been paid for telegrams, &c. There remained 622*l.* in the hands of Mr. Clarke, and 907*l.* 13*s.* 5*d.* at the bank, making 1529*l.* 13*s.* 5*d.* in all.

Mr. PEGHET, in reply to a shareholder, stated that Mr. Clarke had taken down with him enough iron to make 800 feet of 15-inch pipe, which would run all the length of the mine through the company's ditch, or aqueduct. He would mention, for the information of those who were unacquainted with hydraulic mining, that three things were necessary for successful operations by that process—a large deposit of auriferous gravel, constant and ample water supply, and a good fall for the tailings. According to the reports upon which this company was formed the property appears to possess all these requisites, and the only question left to determine is, whether there should prove to be any natural disadvantage which would operate against the application of the hydraulic process. By natural disadvantages he meant large beds of pipe-clay intervening between the strata of auriferous gravel, or superincumbent rock of any nature which would militate against the hydraulic process being applied. However, the question would shortly be decided by the arrival on the spot of their agent, who is thoroughly conversant with hydraulic mining; at any rate, it would not prove a very costly experiment, and he would venture to say that if he begged all shareholders would mark that "if"—the hydraulic process could be applied to this deposit some extraordinary results might reasonably be looked for. The CHAIRMAN observed that the company possessed great facilities for testing the property cheaply, and for the result they were waiting information from Mr. Clarke. His own experience was that no man could tell the prospect of an auriferous deposit in advance, and that its value must be judged of by the average results. The practical test by Mr. Clarke would be better than all the conjectures they could make.

The usual complimentary vote to the Chairman terminated the proceedings.

GREAT WHEEL LOVELL MINING COMPANY.

A general meeting of shareholders was held at the offices, Gresham-buildings, Basinghall-street, on Tuesday.

Mr. JOSIAH HITCHINS in the chair.

Mr. GRANVILLE SHARP (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts was submitted, made up to the end of September, which showed a debit balance of 924*l.* 6*s.*

The report was read, as follows:—

Oct. 20.—Crabon: Greene's engine-shaft is now down to the 31, and driving east and west by six men each way has been commenced; each level to be not less than 6 ft. wide, and 7 ft. high, at 10*l.* per fm. for all they can drive until the end of November. Carrying 6 ft. wide will be partially eating pipe. The lode west of shaft is 18 in. wide, with some good stones of tin—in fact, almost sinking below the 24 the lode is larger in the west end of shaft than in the east. As soon as a convenient distance has been driven, and plat out, a cross-cut north to the north lode will be commenced. If both lodes underlie, as they now do, there will be from 20 to 30 fathoms to drive to the north lode. The 24, west of Greene's shaft, has been driven about 22 fms. from shaft; the lode throughout the whole driving has a very tempting appearance, yet not rich enough to pay for stopping. For the last 9 ft. the ground has changed considerably, and gives me great expectations. The driving will be commenced as soon as possible. I was obliged to suspend driving and put the men in Bacon's shaft on account of the increase of water after the heavy rains. The 24, east of Greene's shaft, has been driven over 12 fms. from shaft; for the last 3 or 4 fms. the lode is small and poor. I cannot say so much for its present appearance as for that of the west, yet I think the end should be driven. The winze is holed to the 24, and another winze west is commenced. Nothing was but partially eating pipe for the last month. We have been obliged to stop in consequence of the water after the heavy rains. I find, however, that the water is abating, and if we do not get any very heavy floods I think we shall be able to continue clearing and securing the shaft to at least 10 fms., but not below that depth without pumping by some means. Bacon shaft is down 7 fms. from surface; six men are en-

gaged cutting it down, it being small. Finding that it could not be sunk further with the windlass, and being too small either for pumps or horse-whim, I am making it larger. The lode is from 4 to 5 ft. wide, and is very promising indeed. I am very anxious to sink on it, as I think we shall have something good here in a very short time. I shall try what can be done with a horse-whim immediately I can get one made. If I do not get the engine I think that flat-rod can be thrown from old Lovell engine.—South Sett: I have three men repairing the shaft, and one man clearing out the boiler-house, so that I must hurry on the Hayle Foundry people to get the engine to work as early as possible. I am in treaty for a bob, shears, and capstan, which will soon be settled. I think that with energy and perseverance Great Wheal Lovell will be in a very different position before next summer. The prospects are very good indeed. This is not my opinion only, but the opinion of many good judges who know the district well.—JOHN BRAY.

The CHAIRMAN moved that the accounts be received and adopted, and with the report entered on the minutes. He mentioned that every liability up to the end of September had been charged, including September cost, which was not yet due, so that the shareholders knew the actual financial position of the company. As to the mine, he might mention that the Beacon part no doubt contained the East Wheal Lovell lode—this had been proved by dialling, while the character of the ground was precisely similar, and the tin of the same form of crystallisation. If the general opinion of the miners in the locality was of any value, this was one of the most important points in the mine, and should be developed with the most vigour. There were three distinct points of operation, but for the present two only need be prosecuted, and the monthly cost, including merchants' bills, would not exceed £500.

Mr. A. E. COOKE seconded the proposition for the passing of the accounts, which, after a short discussion, was put and carried.

A call of 7s. per share was made.

A special meeting was then held, when it was resolved that 1114 shares be forfeited and carried forward to the forfeited share account (in accordance with the Stannaries Amendment Act), to be dealt with as the committee may think fit.

A vote of thanks to the Chairman terminated the proceedings.

EAST VAN MINING COMPANY.

The first general meeting of shareholders was held at the offices, St. Helen's-place, on Thursday, and was numerously and influentially attended.—Mr. THOMAS CLEMENT MUNDEY in the chair.

Mr. F. R. WILSON (the secretary) read the notice convening the meeting.

The CHAIRMAN said the present meeting was but formal, held conformably with the Companies Act, which provided that the shareholders should be convened within four months of the registration of the company; but the directors had deemed it a desirable opportunity of submitting to the shareholders such detailed information as could not fail to be exceedingly satisfactory. It afforded him much pleasure to introduce to the meeting Captain Wm. Williams, the discoverer of the Van lode, who would be glad to afford any information shareholders might desire. Although at this formal meeting accounts were not submitted, he might state that the financial position of the company was most satisfactory. The Van lode was discovered by Captain Williams about 14 years ago, and he had been connected with the district about 14 years. During the six years that Captain Williams worked the Van Mine for Mr. Morris, there were sold 2240 tons of lead, which realised 23,504*l*. Between the time the mine was purchased from the vendors and its sale to the company, there were sold 350 tons of lead, realising 4375*l*.; and the lead sold by the present company, from Feb., 1869, to the present date (including the current sampling), had been 13,290 tons, realising 170,775*l*. The blende sold during the same period had been 1790 tons, realising 5693*l*. The total amount of dividends paid was 69,000*l*.; and Lord Vane had received for royalty on ore sold from February, 1869, to October, 1871, 10,060*l*. They had the statements of two of the leading practical authorities of the day, who inspected the mine some short time since, that the present "reserves"—that is, lead actually discovered—represented a value of 2,000,000*l*. sterling. Such results, all must admit, proclaimed a great success, and, as Captain Williams confirmed the statement that the same lode passed through East Van, shareholders might confidently look forward to the realisation of equally satisfactory results. (Hear, hear.) With these few remarks he would ask the secretary to read Capt. Williams's report.

The report was as follows:—

Oct. 25.—Since the formation of the present company the following is the principal work done:—The engine-shaft has been sunk 9 fms., and is now 15 fms. deep. A cross-cut, 12 fms. long, has been driven from the adit level to come under the shaft, and the men are now putting up a rise in the back of the cross-cut to meet the shaft, which we expect will be completed to the adit this month. We intend sinking this shaft 23 fathoms below the adit level, at which point we shall cross-cut north into the lode, and, judging from indications seen at different points in the adit, no doubt, we shall meet with good results at this depth. It will take us about 12 months time to sink the shaft to this depth. A cross-cut has been driven north 14½ fms. at the present end of the adit level through the Van lode, in which we have broken at times nice stones of lead, and, although not sufficient to value, yet they would satisfy any man who is practically acquainted with this lode to expect a rich lode at a great depth. When this cross-cut reaches the footwall we shall resume the driving upon the course of the lode, and, as the surface rises pretty rapidly westward, we shall soon have a cover of about 40 fms. upon the adit.—Surface: A large smithy and carpenter's shop has been built. The masons are now building the engine and boiler houses. The engine-holes are completed. The engine is a 24-in. cylinder, 4-ft. stroke, suitable for pumping and winding. The boiler has also been ordered; it will be 30 ft. long and 7 ft. diameter, with two tubes. The pit-head and pulley will be ready for fixing in three weeks hence. It may not be out of place just to remark—1. That East Van is adjoining east to Van, and the same masterly lode traverses both sets—2. The character of the lode at East Van at the present depth level was driven into it.—3. The average width of the lode in the adit at Van is 5 fms., and the flooken, or soft, 5 fms., but at East Van the lode is 10 fms. wide, and the flooken the same width.—4. When productive at Van it is productive throughout.—5. By comparing Van at shallow depth with the present indications at East Van we can confidently expect to meet with large deposits of lead when the engine-shaft is sunk to a depth of (say) 45 fathoms, and the cross-cut driven out to intersect the lode. At this depth we shall have got under the soft, which at Van, for some distance from surface, forms a cap on the back of the lode. No time shall be lost in getting all ready by the time that they will be required.—WILLIAM WILLIAMS.

Two pieces of ore (one from Van and the other from East Van), taken from the same depth, were upon the table, to satisfy shareholders as to the perfect similarity in character. Capt. Williams pointed out that the East Van stone of ore was taken from the cross-cut, which completely intersected the Van lode.

Mr. GEORGE BATTERS said that the speech just made by their Chairman was so completely exhaustive that it left very little, if anything, to remark upon, the more especially when there was appended to it the manager's equally exhaustive report.

Capt. WILLIAMS, in reply to a series of questions from Mr. George Batters, stated that the cross-cut was in a line under the shaft, and that the ground had been "holed." The shaft by the end of this month would now be squared down to the adit, which would give good ventilation. The sinking of the shaft would also be continued, but he did not promise very great riches till they had sunk 25 fathoms below the adit, although his intention was to cross-cut at the 15 fms. The adit was 22 fathoms from surface, and it was important to mention that in driving west into the hill towards Van a considerable depth of ground was gained, as might be judged by the fact that the 45 in Van would be about the 62 in East Van.

Mr. BATTERS asked Capt. Williams whether he had seen sufficient of the Van lode in East Van to justify him in expressing an opinion that in depth it would prove equal to that in Van?—Capt. WILLIAMS: Most certainly. The mineral-bearing characteristics were identical—the lode in Van opened out into great "bellies" of ore; in places it was 60 ft. wide, and when it became very rich it was not more than 30 ft., but a lode 5 fathoms in width all would admit was a monstrous size. In East Van the shaft was being sunk upon one of these "bellies," which was the best possible indication that could present itself, for when the lode was of a regular and certain width it was never very rich. They had in East Van everything they could desire, and although he did not profess to be able to see through the ground, yet he had no hesitation in saying that East Van would make a wonderful mine—in truth, he could not see how it could possibly fail. (Hear, hear.) It would probably take something like nine or twelve months to sink the shaft to a depth of 45 fathoms (25 fathoms below the adit); but as he had already stated, he purposed driving at the 15, and he fully expected to make discoveries in the adit driving west towards Van. All he could say was that, comparing the corresponding stage of development, they had to work for years in Van under far less favourable indications than those now presented in East Van. (Hear, hear.)

A SHAREHOLDER asked if the available capital, amounting to something like 14,000*l*., would be sufficient to complete the contemplated works?—Capt. WILLIAMS replied in the affirmative, adding that when the engine shall have been erected there would be only two points of operation to be prosecuted—driving west towards Van, and sinking the shaft. The capital would be perfectly ample for all their purposes. After their experiences in Van it was not too much to promise that they could save by those experiences 10,000*l*. in the development.

The CHAIRMAN wished to ask Captain Williams in the presence of the shareholders whether he had seen any reason whatever to alter the favourable opinion he had so often expressed as to the future value of the mine?—Captain WILLIAMS said that his opinion was stronger than ever, for stones of lead like those upon the table, from the Van lode in East Van, were never found without the lode proving productive below. The lode in Van in the 45 fm. level was worth 15 tons per cubic fathom, which was considerably richer than in the 15 fm. level. He saw his way perfectly clear to give his personal supervision to the mine as well as to Van.

A SHAREHOLDER was pleased to hear that statement, as there was no doubt it was a very difficult lode to work; and it was equally certain that the success of Van was attributable to the able and experienced manner in which Captain Williams had opened up the mine.

The CHAIRMAN had been entrusted with two or three enquiries which a shareholder wished to make of Captain Williams. The first was—Do the stones of ore found in East Van confirm Captain Williams's opinion as to the character of the lode being the same as in Van?

Captain WILLIAMS: Most unquestionably.

The CHAIRMAN: Is there any disturbing geological cause between the two mines that is likely to interfere with the mineral-bearing capabilities of the lode?

Captain WILLIAMS: None whatever.

The CHAIRMAN: Do you regard the increased width of the lode as an unfavourable indication?—Capt. WILLIAMS: On the contrary; if it were not for those "bellies" I should not have much confidence in the future of the lode. (Hear.)

The CHAIRMAN: At what distance from East Van has the lode been opened up in Van?—Capt. WILLIAMS: Not more than 100 fms.; and as far as seen it was lead-producing—it was this fact that induced me to bring up the adit to the extreme east end of Van.

The CHAIRMAN said that after those satisfactory replies, he might mention that although the company had been formed only four months, a great deal of work had been done; and he had no doubt that at the next meeting it would be his pleasure to congratulate the shareholders upon the fact that a rich course of ore had been discovered, in which case the market value of the shares would be 25*l*. to 30*l*. per share. (Hear, hear.) His advice to shareholders was to turn a deaf ear to every report except those emanating from their manager, for no man could possibly know more of the exceptional character of the lode, and no one was better able to speak with confidence as to its future, whether in Van or East Van. (Hear, hear.)

A SHAREHOLDER thought it would be satisfactory to know the number of fathoms upon the Van lode within the boundary of East Van.—The CHAIRMAN said the set comprised an extent upon the lode of about ¾ mile—enough, indeed, for two mines.

A unanimous vote of thanks was passed to Capt. Williams for the able manner in which he was opening out the mine, and for the satisfactory explanations he had afforded to the meeting.

Capt. WILLIAMS, in acknowledging the vote, stated that he would continue to do his utmost to promote the best interests of the shareholders, and every confidence that they and-by they would be well and amply rewarded. (Hear.)

Votes of thanks were also passed to the Chairman for the useful way in which he had laid before the shareholders the position and prospects of the mine, and to the directors for their attention to the company's interests.

The meeting then separated.

THE MOLD MINES.

The annual general meeting of shareholders was held at the Town Hall, Chester, on Friday, Oct. 20, when there was a considerable attendance of the proprietors.—Mr. THOS. BANTOCK in the chair.

Mr. E. S. ROBERTS (the secretary) read the notice convening the meeting, and the minutes of the last annual general meeting were read and confirmed.

The report of the directors and statement of accounts to June 30 last, showing a balance against the company of 533*l*. 15*l*. 5*l*., and liabilities over assets of 251*l*. 2*l*. 5*l*., were then read, and the subjoined agents' report, prepared for the annual meeting; and, by the desire of the directors, giving a full statement of the entire work done since the last annual meeting of shareholders, was then submitted:—

Oct. 14.—Cathole Mine: The main lode at the time of that meeting was only just reached in the 100 fm. level cross-cut, and in its course new levels have been extended 75 fms. west and east. The 100 west has been driven 47 fms., and in the driving of this end the lode presented a regular appearance, with a strong mixture of blende and blende, though not so rich, until we have driven about 10 fms. from Alexandra shaft, and as shown in the plan. We may here remark that in the disturbed channel of ground lying between the great courses of ore west and east of the shaft, worth from 1½ to 2 tons per fathom, which lasted for about 8 fms. in length. During the last three weeks a favourable change has taken place in the strata; and, according to our calculations from the upper workings and the plans, we conclude we are about arriving at a point from which we expect great results. The end is now yielding large lumps of lead ore of 100 lb. weight, and the lode is composed of a very rich mineral ground, and the indications are such that we consider it only a matter of a short time to lay open valuable courses of ore in this part of the mine. In the back of this level, 12 fms. west of this shaft, a rise was put up 15 fathoms through to the 90, whereby securing a good footway and ventilation to the bottom workings, as well as laying open and proving the ground for tributaries. In making this rise several tons of lead ore were broken, which more than paid the expense of the work. The 100 east has been driven 28 fms. from the shaft; progress in driving first to the east and then to the west, and from the open part of the lode, and the ground being much harder for working than to the west of the shaft. However, we are pleased to state that in the past month one of these openings was cut into full 2½ ft. wide, containing sand and loose tumbler of lead ore from 25 to 30 lbs. each, being a proof to us there is a great body of lead ore over this driving, which we shall prove by a rise, and work it as soon as we are satisfied the sand has cleared itself. We expect in a few more fathoms driving this end to reach the ore-bearing measures we are looking for, and in view first to carry it out, and then to the plan. We may here remark that in the old workings, east and west of shaft, where sand came in large quantities, the greatest courses of lead ore followed. In giving the foregoing particulars of the 100, east and west, we may observe that in our last year's report it was stated "That as soon as we get the new levels properly opened east and west, 20 to 30 fms. each way, the returns will, no doubt, increase perceptibly, so that profitable returns will be made." The plans justify no such expectations, as it will be seen that the shaft is in the disturbed channel of ground, a rise has been put up 8 fms. to the 90, and 30 fms. east of the shaft, and we are satisfied that as soon as we fairly reach the point we look for indicated on the plans it will be very extraordinary if we do not realise our expectations, and meet with similar rich courses of ore. Our attention has been lately drawn to the end in the 90 west, where little or nothing has been done by the present company on account of the hardness of the ground, and the lode being of no value whatever to help the expense of driving, and having also more important objects in view first to carry it out, and then to the plan. We may here remark that the distance from the engine-shaft to the end was only 133 fms., and not 137 fms., as marked on the plan, showed that 7 fms. of the ground was left unproved to the point required. We are once concluded to commence driving the end, and 2 fms. of this hard ground has been driven on this lode, which has improved in this short driving; it is 2 ft. wide, well defined, containing spar, blende, and a little lead ore, altogether of a very promising appearance, and it seems likely we shall soon have a good lode to value. At 18 fms. behind this end, a rise has been put up 8 fms. to the 90, and 30 fms. east of the shaft, and we are satisfied that as soon as we fairly reach the point we look for indicated on the plans it will be very extraordinary if we do not realise our expectations, and meet with similar rich courses of ore. Our attention has been lately drawn to the end in the 90 west, where little or nothing has been done by the present company on account of the hardness of the ground, and the lode being of no value whatever to help the expense of driving, and having also more important objects in view first to carry it out, and then to the plan. 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We may here remark that the distance from the engine-shaft to the end was only 133 fms., and not 137 fms., as marked on the plan, showed that 7 fms. of the ground was left unproved to the point required. We are once concluded to commence driving the end, and 2 fms. of this hard ground has been driven on this lode, which has improved in this short driving; it is 2 ft. wide, well defined, containing spar, blende, and a little lead ore, altogether of a very promising appearance, and it seems likely we shall soon have a good lode to value. At 18 fms. behind this end, a rise has been put up 8 fms. to the 90, and 30 fms. east of the shaft, and we are satisfied that as soon as we fairly reach the point we look for indicated on the plans it will be very extraordinary if we do not realise our expectations, and meet with similar rich courses of ore. Our attention has been lately drawn to the end in the 90 west, where little

average up to the break, carefully broke away the ore myself, bagged it, and sent it to the Georgetown reduction-works for assay; the result was 312½ ozs. per American ton of 2000 lbs., or 350½ ozs. of silver per English ton. There is no reason to doubt the accuracy of the assay of this ore, as Messrs. Palmer and Co. are expecting to be the purchasers of it, yet I am inclined to reduce the average produce to 120 ozs., which I believe in actual practice will be nearer the mark. In the first part of the mine there is 200 fms. of ore ground now standing. For stopping above this level—180 ft. long by an average of 40 ft. high, and valuing the product at 120 ozs. per ton, the value would be \$142,822, of ore in the first piece of ground. In the level below, which is 87 ft. lower, the ground is poor; the level is not on the lode; by some error of the miners it appears to me they drifted off from the leading vein by mistaking a lateral branch for the leader. There will be found, when they are again on the lode, 200 fms. of ground, which, at 2½ tons per fathom, will, at \$154.30 per ton, add \$77,400 of ground, or to the previous quantity. In the second section, in the back the leading vein is 12 in. thick, which will average 3 in. of solid mineral, composed of very rich silver-lead, blende, and blue sulphuret of silver. For the purpose of valuation we will take the solid part of the ore at 3 in., and assume 40 per cent. of this to be zinc-blende, and the rest silver-lead, the remaining part—9 in.—is composed of quartz, felspar, sulphuret of iron, and alumina. The average of this ore may be taken to contain 200 ozs. of silver to the ton, which, at \$1.29, of this ore may be taken to contain 200 ozs. of silver to the ton, which, at \$1.29, gives \$258 per ton. The estimated quantity standing in the backs above the upper level, between the break and the present end, is 85 fms. long by 12 fms. high, being 425 fathoms; deducting 25 per cent. for casualties, there should be \$78,175 worth of ore, thus making a value in the adit level, south of the break; below the same, and above the lower adit; and in the level north of the break, of \$308,598.—The Hickman Lode: On this the developments are not sufficient to prove what its value is. From its present appearance I cannot say it is a lode. If the little vein should be found to be a lode, it may be a good one. It may make a lode as good as the general average. The buildings at the mine are a boarding-house and dormitory for the miners, an office, a smith's shop, and spring-house, and at the village a convenient manager's residence, and situated close to the Snowdrift crushing-mill, crushing at a certain rate per ton.

Water-Power: The volume of water passing down the creek varies considerably with the season, as its source is in the snowy range, and its chief dependence upon the quantity of snow which falls. There is, however, a superabundance for all purposes required for the mine should it at any time become advisable to erect a mill for crushing and dressing the ore. Taking all the vicissitudes of the season into consideration, over 1000-horse power may be relied upon as positively certain. Should it be finally decided that such works are really to be erected, then I should advise a wire-tramway to be carried direct from the Silver Plume Mine to such works. The distance on the incline, which is at an angle of 27½°, is about 1050 yards, and the expense of laying the tramway would be about \$3000. By these means I believe the cost of conveying the ore from the mine would be reduced to \$1 per ton, for which it would be delivered direct into the sampling-yard of the reduction-works, where all further expense to the mine-owners would cease.—C. S. RICHARDSON, Mining Engineer.

CLEVELAND:

ITS PAST, PRESENT, AND FUTURE, IN RESPECT TO ITS MINERALS AND MANUFACTURES—NO. I.

INTRODUCTORY.—Perhaps no district in the world possesses so vast an amount of varied mineral wealth as Cleveland, in Yorkshire, and the border county, Durham; none, certainly, has progressed so rapidly in manufactures, and developed its resources, and increased in population. Onward, and yet onward, appears to have been its motto, until at the present moment it occupies no mean position in the minds of many in Great Britain, and even claims high place in the history of the world.

Cleveland proper is on the north-east coast of Yorkshire—a county which has produced more "worthies" than any other in Great Britain. It is bordered on the east by the North Sea, or German Ocean, and a range of hills runs through the entire district. In close proximity is a line of railway, known as the Darlington section of the North Eastern Company, which renders accessible nearly the whole of the locality. To make the district, however, even more yet valuable, there is another outlet for commerce by the noble Tees river, which, whilst separating the counties of Yorkshire and Durham, and thus constituting a natural boundary for political or other purposes, is easily approached by short branch lines from the main system, which runs east and west. The land is rich and highly productive in an agricultural sense. Such are the principal features of Cleveland. On the banks of the Tees are the towns of Middlesbrough, Stockton, and Darlington, with other towns and villages forming one continuous line from east to west.

Middlesbrough, the centre of the iron trade, is the first town approached from the entrance to the river. It is a shipping port; has a dock, and is nearest to the Cleveland hills. Thirty years ago, or thereabouts, it had no population except the occupants of a single farmhouse, now it numbers over 40,000; then the farmhouse was the only building, now it has a fine Exchange and other places of importance, and is a very extensive and excellent business town.

Proceeding about four miles in a westerly direction is Stockton-on-Tees. Here we find old-established business and trading concerns, manufactories for earthenware, sailcloth, &c., which have been in operation for centuries almost, and the town charter dates from King John. The town contains very large ironworks, and the Customs revenue is 90,000l. per annum. The population since the census of 1861 has increased at the rate of about 120 per cent., and now as per the recent census is nearly 40,000. We next notice Darlington, 12 miles further west. This place has good railway facilities, and which compensate in a great measure for the want of river communication which the other two possess. It has a population of nearly 35,000, and has centred within it many manufacturing concerns of importance. We direct our attention a little to the north-east of Stockton, and find the very important shipping ports of Eilat and West Hartlepool; and although these two towns ought not properly to be included in the term Cleveland district, yet they are so closely identified with its interests, its rise and progress, its decline or fall, as to make it an extremely difficult matter, indeed almost impossible, to draw a line of distinction between the places. The Hartlepoons do an immense import trade in timber more particularly, and large quantities of coal are shipped from these ports, from the collieries of Earl Vane and many others. The towns are dingy-looking places, presenting no architectural adornments, and nothing pleasing to the eye but the thorough business-like aspect of the buildings in the neighbourhood of the docks. In common with the rest of the district under notice, these towns have within them the germs of progress and development, and as a matter of course the population very considerably exceeds that of 1861.

We have described a radius of something like 12 to 14 miles, and find a population of about 200,000, dependent in a great measure upon the success of the iron trade, to which also they are indebted for their present position, and we have given a brief introduction to a district that presents to the philosopher, the deep thinker, as well as to others, mere superficial observers, a most striking and remarkable instance of the alluring charms of minerals, which wherever existing are eagerly sought after by thousands desirous of securing the tempting treasure.

This introduction, we believe, is desirable in order to more clearly understand the wonderful district, as Mr. Gladstone has termed it, which is to have our attention subsequently. We have endeavoured to give merely an outline of the leading features of the locality, and to represent them distinctly, and hope our effort has not been without success.

THE PAST: A REVIEW.—It is not within our province to enter into the geological formation of iron, nor to describe the various processes of its manufacture from the crude material to the highly finished bar, although probably at some future period we may deem it desirable to give one or more articles in our columns upon these subjects. For the present, however, we purpose giving merely a brief historical account of the rise and development of this trade and the several other industries in Cleveland which have contributed so largely to its present wealth, and raised it to its high position.

As we have mentioned elsewhere, an extensive range of hills, rich in minerals, traverse the entire district, and their principal produce is ironstone, which is found in enormous quantities and of excellent quality. Twenty years ago, or less, Cleveland had no claim whatever to be styled a mineral or iron-producing district; it had, however, a far greater claim to be included as an agricultural district. Yet Cleveland had within itself what is proved to have been a mighty lever. It wanted enterprising—we had almost said daring—men to use this lever freely, and their labour would be eminently successful in a pecuniary point of view. Nor were such long in arriving. Men, quick-sighted as eagles, perceived the natural advantages of the district; they saw that by the introduction of certain mechanical processes Cleveland might be rendered of equal, or superior, value to any other older place; in a word, they saw at a glance that it was in every respect eminently adapted for establishing a successful and

very lucrative trade, and at once, therefore, ventured their capital for the working of the ironstone mines, and erection of blast-furnaces for the manufacture of pig-iron. Of these the first were Messrs. Bolekow and Vaughan, who may be fairly considered the pioneers and earliest promoters of the iron trade and mineral trade of Cleveland.

The locality was specially fitted for the purposes of their business; it had a river capable of vast improvements, but, nevertheless, admirably situated geographically; it had the best means of transit that could then be offered by the Stockton and Darlington line—the first line of railway in the United Kingdom, and which was annexed to many other lines. These, therefore, added to the minerals and fuel which were all within a comparatively short distance from the furnaces, presenting facilities which no other district could possibly hold out. Yet there were in this, as in most other undertakings of importance—for instance, the Atlantic Cable—difficulties which looked exceedingly ugly, and threatened certain loss to the adventurers. However, the black cloud which overshadowed them was passing away, and the thick mist, which had hitherto somewhat obscured their powers of mental vision, was dissipated, and a brighter epoch was dawning. This change from darkness to light did not become dazzling and resplendent in a single day, nor weeks, nor months, nor a year only, but a long, long period was allowed to pass ere they saw clearly; ere despondency had retired from the mind in favour of the gentle messenger hope, and doubt had given way to confidence. The future to them was now perfectly clear. Having established themselves, and having introduced all the improvements within their own power, their forward course was now bright and promising in the highest possible degree. They had not, therefore, long to wait for rivals, and rivalry, wherever found, serves only to stimulate us to still greater exertions. The number of blast-furnaces was consequently soon doubled or tripled. This spirit of friendly rivalry was of great service in developing the district.

Every blast-furnace erected was, of course, a proportionate increase in the productive power of the district, an increase in the capital invested, in the number of hands employed at the furnaces and in the mines, besides an increase in various other departments.

Cleveland had now begun to be looked after with more than ordinary notice by everyone. Capitalists and speculators (adventurous beings!) now devoted their attention to it. They had carefully noted the attempts of others, had seen the splendid success which had attended these enterprises, and were now deeply anxious to invest their capital and ability in the now rising district. Company after company was therefore formed, success succeeded success with surprising rapidity; the district increased in popularity, and now it was attaining an extraordinary high position; fortune after fortune was being amassed, and this state of things served only as a bait to induce others to embark further into the mineral and iron trades.

Nor were these efforts on the part of individuals and firms to realise their desires alone and unaided. The directors of the Stockton and Darlington Railway Company, observing the energy displayed by the business community within the district, materially assisted in their efforts to promote the welfare of the locality by effecting such changes and modifications in their rates, and such improvements in their means of transit, as were desirable, and indeed absolutely essential. For these concessions, however, the railway shareholders received splendid returns.

The building trade also received a great impetus, and flourished to a surprising extent, as well as the general trades of the district. There was perfect unity of action amongst those who had the greatest interests at risk, and therefore, owing to their combined movements, their perseverance, and, of course, the many natural and other advantages within their power, the ultimate result could not possibly be otherwise than what we have just described.

Thus Cleveland progressed. It had originally no claim whatever to be classified as an iron manufacturing or mineral producing district, now it had an undisputed right; a few years before it had only a scattered rural population, with few exceptions, now it had a population of more than 100,000 concentrated within its large towns; then there was no Middlesbrough except a farmhouse, now there was a town known by this name as a coal port and business place of great importance—at least, by the trading communities. It is true it was not generally known, for, indeed, one of our statements of high position, when the re-distribution of seats question was before the House of Commons, and the claims of this town were under consideration, asked the House, with great coolness, *where and what Middlesbrough was?* having "failed to find it included in any map."

We have sketched the district under notice down to the year 1861, to a period when it alone produced nearly one-third of the pig-iron in Great Britain, and it must be apparent to everyone that by the opening out of a new and hitherto unknown district—which now played so important a part in the iron and mineral trades of this country—all the most recent improvements would be introduced, in order to increase the efficiency of the appliances used in the raising of the minerals and the manufacture of the iron, and to economise material, fuel, and labour. Hence we observe that, simultaneously with the opening out of Cleveland, many new plans were introduced. It was found, for example, that the larger the blast-furnace the more economical it would be: it would produce a much larger quantity of pig-iron at a proportionately low cost. Experience, however, which tests all things, proved that this plan was only capable of being employed to advantage within certain limits, and these were dependent upon special circumstances.

Certain improvements were also introduced with respect to hot-blast stoves, and, as the result of careful observations of the working of blast-furnaces, it was proved beyond doubt that the higher the temperature of the blast the larger would be the yield, and the cost of fuel be materially decreased. These inventions, therefore, had a strong tendency to advance the district. Of these stoves more anon.

The principal industries of the district now consisted of blast-furnaces, rolling-mills, bolt, nut, and rivet works, and shipbuilding. Collieries and coke ovens were multiplied, and new mines for the supply of ironstone were being opened in every direction in the Cleveland hills, whilst old ones were developed very considerably. Limestone also was in great request, and quarries were opened in such places where a ready means of transit was provided. Every part of the Cleveland district, indeed, was laid under requisition, and every obstruction had to retire in favour of the rapid strides of progress which, like a mighty avalanche, came rushing forward. The Stockton and Darlington Railway—the only one in the district—was also extended to meet the enormous requirements of the district. The directors well knew that by pursuing this policy it would give satisfaction to the manufacturers, and at the same time yield a considerable additional revenue, and thereby amply repay them.

Everywhere signs of great prosperity were visible. Here was a blast-furnace company, it was full of orders, its operations were being extended; there was a colliery company, it was full of contracts, it was opening new seams; here was a rolling-mills or shipbuilding company; there was an ironstone mine or bolt and nut company; all were working to their greatest possible extent. In a word, every department of trade was working at high pressure. Now, it may be only reasonable to presume that in consequence of the unexampled state of trade excellent prices would be obtained for the produce of the various articles. Nor is such line of reasoning erroneous, or based upon any weak foundation. A most lucrative trade was carried on throughout the whole district; new firms were commencing, and dwelling houses for the accommodation of the numerous workmen were springing up like mushrooms on every side. This was in Cleveland in the year 1865.

It is always a source of great pleasure to look upon a country where there is true national prosperity, upon a town where the wheels of industry are moving rapidly round, and where there are all those other elements which constitute happiness.

The district we are describing was the fortunate possessor of these.

[To be continued in next week's Mining Journal.]

NO MEDICINE FOR THE CURE OF ASTHMA, CONSUMPTION, AND COUGHS was ever attended with such speedy and unfailing success as Dr. Loock's "Wafers." In every periodical may be seen testimonials of their wonderful efficacy. Nothing also gives such a sound refreshing night's rest. In hysterical, nervous, and heart complaints they are unfailing, and in rheumatic and nervous pains they act like a charm. They taste pleasantly. Sold at 1s. 1½d. per box, by all druggists.

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—Henry Francis, Oct. 18: I have often given my opinion that beyond the Van Mine there is no other mine in the county of Montgomeryshire of equal promise or value. With regard to the value of the lode at different points, I have only to say that the lode by the side of No. 2 adit east, which level we are driving on the soft or hanging side, leaving the ory part to take down, is worth 20l. per fathom for lead ore. The slopes in the back of the mine here I must remark that the lode in some places has been in these slopes worth 40l. per fathom, and I see no reason why it may not be worth equally as much at other points above and below this level; 20 fms. west of the end of No. 2 adit east, in the back of the same, the lode is worth 12l. per fathom. In the back of the deep adit level, 12 fms. above the same, the lode is worth 20l. per fathom so far as we have taken down; but, inasmuch as there is a considerable part of the lode left standing, I should say the produce of lead ore here will be worth much more than 20l. per fathom. This is a fair and impartial statement or report, and I can conscientiously abide by it.

APPLETREEWICK.—T. Wiseman: The mine has very much improved. New discovery turning out well, worth 2 tons per fathom. The 20 west is worth 25 cwt. per fathom; the 25 west is worth 2 tons per fathom; the slope east of No. 2 sump is worth 18 cwt. per fathom; the new vein is worth 18 cwt. per fathom; and east of No. 4 sump 30 cwt. per fathom. Ore raised this week, 14 tons 2 cwt.; dressed, 17 tons 2 cwt.; stock of ore on hand, 193 tons.

ASHBYTON.—Wm. Johns, Wm. Tipton: Mawr Shaft: We have completed the cutting of the trip lode in the 2nd, and are now engaged altering the pit-work; this will be finished by the end of the week, consequently nothing has been done to the lode, which is worth 20 cwt. of lead ore per fathom. No. 1 slope, in back of the 20, west of shaft, is worth 15 cwt. of lead ore per fathom. In No. 2 ditto we are stripping down the north and south part, together worth from 2½ to 3 tons of lead ore per fathom; the south part is a fine looking lode, and still taking off. In the side, letting out a quantity of water; no doubt, the lode has drained the south level in the adit level, which is a good feature. The 20 west is worth 12 cwt. of lead and blende per fathom. Good progress is making in sinking Brown's shaft on the copper part of the lode, ahead of this end (the 20 fms. level). In the 2nd south, on the north and south lode, we are going on by the side of the lode for dispatch, and shall take it down again to our next report. A slope in bottom of the 8 fms. level, east of Mawr shaft, is worth 10 cwt. of lead ore per fathom.—Gundry's Shaft: In the 2nd south we are carrying about 2½ cwt. of lead ore per fathom, and may be worth 10 cwt. per fathom. At Lindwood's shaft the 20 north contains good stone of ore. We shall sample to-morrow about 35 tons of silver-lead ore. The prospects of the mine never looked so cheering as at the present time.

BEDFORD UNITED.—W. Phillips, Oct. 26: We are driving by the side of the lode in most of the levels. The lode in the 103 west is 4 ft. wide, and at present worth 7 tons of ore per fathom. The slopes throughout the mine are looking well.—South Lode: No further change has taken place in the 47 east. **BELWDA HILL.**—Thos. Parkyn, Oct. 26: The contractors have been employed on their work well, and if we have fine weather the engine house will soon be up. I have been removing off all the black and soft earth from the road and carting in stones; this will make a good road, everything being so wet and soft that it will take a great deal of stou. The cost-sheet shall come on to-morrow; the pay is next Saturday week.

BLAEN CAELAN.—T. Kemp, J. Evans, Oct. 23: Since the last meeting the sinking of the engine-shaft has been completed to the 20, pumps fixed from the 10 to the bottom, shaft casing and timbered, footway, &c., put in, and the 20 fms. level has been opened both east and west—6 fms. 3 ft. west, in a lode 5 ft. wide, carrying lead, copper, and muddle, and presenting a kindly appearance. That to the east has been extended 6 fms. 4 ft. in a very good lode, composed of killas and spar, and strongly spotted with lead ore; this end is being pushed on with all possible speed, to get under the rich bunch of ore gone down in the sole of the 10 above, and we have yet about 9 fms. of ground to break to get under that point. These two bargains are worked by eight men, at 120s. per fathom. No. 1 slope, in the back of the 10, east of shaft, is worth 22 cwt. of ore per fathom; worked by four men, at 70s. per fathom. No. 2 slope, above the same level, is worth fully 3 tons of ore per fathom, and is worked by eight men, at 65s. per fathom. There are two slopes working over the back of, and to the east of, adit level, by 12 men, at 45s. per fathom, and worth, on an average, 22 cwt. of ore per fathom. The adit south has been opened into the hill 12 fms. 3 ft. in, in favourable ground; this driving has crossed several branches of spar, containing copper, and, according to the dialling, we have about 100 tons of ore in the hill, and this level before we expect to cut the lode. This bargain is worked by two men, at 70s. per fathom. The quantity of ground broken in the different slopes throughout the mine during the last six months has been 155 fms. 4 ft., which has yielded about 25 cwt. of ore per fm., of which we have sold 150 tons. Owing to the short supply of surface water in the early part of the summer, together with some alterations which had to be made in our machinery, our dressing operations have been very much retarded, otherwise we should have carried out 100 tons of ore; however, looking at the present position of the mine, and the near completion of the floors, we can safely estimate our returns for the current half-year at 25 tons of ore; in fact, we are now for the first time in regular course of dressing, and shall sample monthly (say) 40 or 50 tons of ore, to be increased on reaching the ore ground of the 20 east. Everything is being pushed on with all possible energy, and the mine is looking well at all points.

BLUE HILLS.—S. Bennett, A. Gripe, Oct. 21: The lode in the 66, east of adit, continues to produce saving work. A pitch above this level has slightly improved. In the north cut there is no change. The 13, east of Poulney, is in contact with the gossans lately cut through in the winze below the same level, the lode being unsettled, yet containing good stuff. The slopes above this level are worth 6l. and 8l. per fathom respectively. The diagonal of the Wheal Joy shaft has been so far completed above the adit, to the perpendicular, as to admit the drawing out the water by the winze. We hope to resume the sinking in the course of a few days.

BOG.—Wm. Nanerrow, Oct. 26: We have completed the main rods as far down as the 80, put in bearers and clsters, and are now waiting for the new 17 in. lift to be brought on the mine, which we hope to get next week. We are now clearing the 80 with all speed, so as to open out new ground for tributaries. All our surface work is progressing satisfactorily.

BRONFLOYD.—T. Kemp, Oct. 25: No. 3 Shaft, North Lode: This shaft is in regular course of sinking from the 84 to the 109, under contract, as stated in former report, and the work is progressing well; the part of the lode carried thereby is composed of killas, interstratified with spar, which is producing occasional good stones of lead ore. The lode to the west of winze, in the 81, is still looking well, and is worth from 2½ to 3 tons of ore per cubic fathom. The part of the lode opened on by the 79 and east is producing a strong mixture of ore, worth from 10 to 15 cwt. of ore per fathom. The slope under the 62, west of winze, is worth about 1½ ton of ore per cubic fathom. The slope over the back of the 62, west of shaft, is worth 2 tons of ore per fathom. The tribute pitch in the back of the 52 fms level is producing some good lead, and the men are earning fair wages.

BRYNAMBOR.—G. Spargo, Oct. 25: The ground in the cross-cut in the 22 fathom level is somewhat easier for exploring than when reported on in my last, and should the south part of the lode continue to hold down as in the 12 fathom level we ought to reach it in 3 feet further driving. The cross-cut is now extended from the north part, towards the south, 2 fms. 2 ft. 3 in. I shall push the cross-cut with all speed, and trust soon to be able to report an improvement.

CARBYN.—T. Dodge, Oct. 21: North Lode: The engine-shaft to sink below the 60 to six men, at 12l. per fathom, to have for hauling tackle and other work, 5l. The 50 fms. level north cross-cut to four men, at 6l. 10s. per fathom. The 50 fms. level west end to four men, at 9l. per fathom; this lode is worth 8l. per fathom. The slope in the back of this level, east of No. 1 winze, to two men, at 4l. per fathom, worth 7l. per fathom. The slope in the bottom of the 40, west of No. 2 winze, to four men, at 4l. per fathom, worth 6l. per fathom. The slope east of No. 2 winze to four men, at 4l. per fathom, worth 10l. per fathom. The slope in the back of the 29, on the north part, to two men, at 6l. 10s. per fathom, this is going out in a good channel of ground.—South Lode: The 40 fms. level west end to two men, at 6l. per fathom; the lode is 5 ft. wide, yielding saving work for blende. The 40 fms. level south cross-cut to two men, at 5l. per fathom. The slope in the back of the 20 to four men, at 3l. 10s. per fathom, worth 7l. per fathom. The slope in the bottom of the 10 to four men, at 3l. 3s. per fathom, worth 6l. per fathom. The 10 fms. level east end to two men, at 6l. per fathom, worth 8l. per fathom. The pitch in the back of the 29, on the north part, to two men, at 6l. 10s. per fathom, worth 50s. per ton for blende and lead. All the filling and landing that may be required for one month to three men, at 10l.

CALDBECK FIELDS.—P. Hawke, R. Trevarthen, T. Lamb, Oct. 20: The stratum in the cross-cut in progress to the lodes parallel with the north lode by the junction shaft, in the deep adit west, consists principally of greenstone and quartz. The new and north lodes in the deep adit west, at the point where the division takes place, are fully 15 ft. wide, and worth for lead and copper 17 cwt. per fathom. The lode on the north lode, in the 80 west, consists chiefly of porphyry, quartz, and lead, worth for the latter 7 cwt. per fathom. We mentioned in our preceding report that the points respectively in the 10 and 29 fms. levels, at junction shaft, had been suspended in consequence of the influx of water in the 29. We are anxious for the delivery of the vortex turbine pipes, &c., that we may place the machinery to enable us to resume operations at this point. We are yet busily engaged in clearing the 50 and 70 fms. levels, at Crown Point, in order to resume operations on both tributary and tributary lodes. The prospect throughout the tribute department is pretty satisfactory. We are hastening, since the arrival of the castings from the foundry, the completion of the new stamps. We would remark that we have advertised for about two months for masons and labourers to proceed with the new buildings for the reception of the steam-engine, boiler, &c., but hitherto with little success. We have just one or two hands occasionally engaged in building. We sampled on the 12th inst. (computed 100 tons of lead and 20 tons of copper: total, 120 tons of ore.

CAPPAH.—Wm. Thomas, Oct. 25: There is no alteration in the mine since last week. Next Saturday will be our setting-day, particulars of which shall be forwarded in due time. We have shipped 42 long tons of ore.

CARNELLOE.—Wm. Rich, Oct. 24: We have fixed the iron water-wheel and stamps-axe, and hope to have the stamp-heads, lifters, and other things from the foundry in a few days. The masons are busily engaged building stand for the large wheel intended for pumping and hauling. We are hoping to be able to get more carpenters to assist in the work as soon as the fishing season is past. We are making cutting for tram-road, and hope soon to put down the rails, which will enable us to haul the tinstone by water-power cheaply from the sea level to the stamps on the high ground. The very wet weather retards the surface operations, but as soon as the water-wheel is set to work to pump the water out of the shaft we shall begin to break good tinstone.

CASTLE GATE.—T. Parkyn, Oct. 24: We are driving east and west on one of those lodes I mentioned in my last week's report, in which I said we were raising some capital work for tin; I find this lode to be 2½ ft. wide 4 fms. from the surface, and I assure you that it is a most kindly lode, and we have good

the 15 fm. level we intend to drive east and west, thus proving the lode to a greater extent, and then resuming sinking. I approve of the sinking engine-shaft, and 6 fathoms below the 35, the appearance in the rock in the last few fathoms sunk being highly favourable—black seams of copper ore traversing it.

NORTH WHEEL CROFTY.—J. Vivian and Son, W. Thomas, Oct. 26: There is no alteration of any importance in any part of the mine since the last report. We shall prepare a detailed report of the various points of operation for the meeting of shareholders on Tuesday next.

OLD BATHOLAS.—Arthur Waters, Oct. 26: The engine and winding-drum with pumping-gear are all fixed, and the men are now putting up the flat-roads and pulley stands, &c., through the adit to the engine shaft, and we hope to start pumping the water out some time on Saturday next. Other work going on as usual.

OLD TREBURGETT.—Capt. Hancock, Oct. 26: We have commenced driving the 60 north, and are glad to inform you there is a leader of silver-lead coming in the end. It is streaming with water, which makes it troublesome to explore. I will send on some stones of lead from this level to-morrow. We have taken down a portion of the lode in the stope under the 50 north, which has turned out a decent pile of lead work, and still looking well. The lode in the 40 south, for the portion we are carrying, is 4 ft. wide, of a splendid appearance, producing large quantities of white iron, spar, and silver-lead to the extent of 7 cwt. per fathom, and in my opinion is likely to further improve as we advance.

PARRY.—J. W. Hancock, Oct. 26: The lode in the 100 east, on S.B. course, is much wider this week, and contains more quartz, yielding about 2 cwt. of copper per fathom. The 100 cross-cut south is still filled with ore, and yielding a little saving work. The stope at the 90, on Carreg-y-doll, are yielding 4 tons of ore per fathom. The 80 east, on Carreg-y-doll, being rather hard for driving we have put the men to drive by the side of the lode in easy ground until we get a hole through to rise from the back of the 90. The 80 east, on S.B. course, has just cut into the cross-joint, the lode is somewhat disturbed at present, but we expect to have good tin in connection with this joint. The 65, of cross-course, on S.B. course, will yield 2 tons per fathom, and an opening into tribute ground. The 65 cross-cut, south towards the Carreg-y-doll lode, is yielding some rich ore stuff, some of which we save for halvans. We have commenced clearing out foundations for the engine at Morfadin. The surface works are going on very well. It will be our setting on Saturday next, when we purpose setting two new pitches.

PEDDAN-DY.—J. W. Hancock, Oct. 21: Sump: The water has been very quick during the week, and our working in the bottom level has been thereby rendered irregular. The lode in the 150 west is worth 4 1/2 per fathom. The lode in the 140 east produces occasional stones of tin. The lode in the 140 west is worth 20 per fathom. The lode in the pitch in the bottom of this level produces 10 cwt. of black tin per cubic fathom for 12 ft. wide. The principal part of the lode in the mine in the 130 west seems to be standing in the footwall, which we shall proceed to cut in to ascertain its value. Nothing of consequence has yet been intersected in the 120 south; the ground is still available for driving. The lode in the 68 east is worth 8 per fathom. The lode in the 68 west is worth 8 per fathom. Street: The lode in the 47, east of Bragg's cross-course, is worth 10 per fathom. The lode in the 47, west of Bragg's cross-course, is worth 4 per fathom. Cobblers: The lode in the 12 west is worth 16 per fathom. The lode in the 110 west is worth 6 per fathom. North: The lode in the shaft in the 90 is worth 10 per fathom. The lode in the 90 west is worth 10 per fathom. The lode in the 80 west is worth 12 per fathom. The lode in the 70 west is worth 20 per fathom. The lode in the 60 east is worth 8 per fathom. The lode in the 60 west is unproductive. The lode in the 55 east is worth 8 per fathom. The lode in the 55 west is worth 5 per fathom. Caradoc's: The shaft in the 30 is now holed to the rise from the 47, and we have now to cut it to the proper size, and to take away the irregularities for fixing skip-roads. We have sold this day, at Blisoe, 8 tons 14 cwt. 1 qr. 1 lb. of black tin, for 84 per ton; 115 3/4, as per tin bill enclosed, and carriage.

PENNERLEY.—W. Hancock, Oct. 26: There is no material change in the mine since last week's report, except in the 70 west, on Big Ore lode, the value of which is now worth 2 tons of ore per fathom, and promises well to further improve. The winze sinking below the 40, on the Warm Water lode, still continues to yield a good 5 tons per fathom. We have commenced to send away our last parcel of lead ore (65 tons) on the 19th inst. All the stopes throughout the mine are looking quite as well as reported last week.

PENHALLS.—S. Bennett, W. Higgins, Oct. 21: The rise above the 80 north has shown no material change for some time. The 70 west, also, is much as last reported. The lode in the 54 west is worth 18 to 20 per fathom, and the 50 east, by the cross-course, 10 to 12 per fathom; and in the 50 west, 10 per fathom. There is no change in the 30, north of the flat-road shaft, nor in the 45, north of the Shop shaft. The 40, east of this shaft, is worth 7 per fathom, and the 17, west of Sarah's, 5 per fathom.

PENRYN.—W. Johns, Mark Whitford: We have reached the bottom of the flat road shaft, which is about 2 fms. below the 40 fm. level: the lode is about 9 ft. wide, composed principally of barrytes and spar, mixed with some lead. We now prepare for sinking this shaft another lift. The ground above this level (the 40) is taken away, with the exception of a few arches, which will pay to stop. In the 30, east of this shaft, the lode is 2 ft. wide, composed of barrytes and spar, with good stones of blende and lead. No. 3 shaft: The lode in the 40 west has made a squeeze, consequently it is not looking so well, worth 10 cwt. of lead per fathom; we expect that it will improve again shortly. Engine-shaft: In the 40 east, the lode is about 1 1/2 ft. wide, cutting out a pretty deal of water in the bottom, and producing stones of lead. Seeing that the water is coming so freely from this end, we also expect an improvement here shortly.

PERKINS BEACH.—William Nancarrow, E. Davies, Oct. 24: The west breast, or adit, on the pump-sump lode, is opening in a beautiful lode. Two solid ribs of ore, each about 1 in. wide, run from top to bottom of the breast, and will improve as we near Chimney-pipe vein. The south cross-cut is much as before.

—Capt. Davies, Oct. 24: At Pump Sump lode, in west breast at adit, communication is just effected with Chimney-pipe rise, but we cannot say that we have at present. The engine on No. 2 caunter works admirably, and is rapidly forking that winze—in fact, the men have begun to timber it.

PERRAN CONSOLS.—J. Nance, Oct. 25: Flat-road Shaft: We have not been able to do anything in the bottom of the shaft since last reported, the late rains have considerably increased the water; a very small let with our machinery would let in a large pool, which would make it very spare for forking again. In the 30, west of shaft, the ground is wet, and more spare for driving; the lode presents a kindly appearance, the portion taken down being composed of capel, mundle, and peach, with good stones of tin, worth 4 per fathom. In the stope in the back of this level the lode is 5 ft. wide, worth 4 per fathom. In the 30, east of shaft, no change has taken place during the week; the driving between the slide and the lode is still continued, and the character of the ground much the same, looking promising, and small branches of tin are met with dropping from the lode. In the 20, driving west of the western shaft, the ground is more settled, and the lode is about 2 fms. more; the lode is composed of capel, mundle, and peach, with good stones of tin, worth 4 per fathom. In the stope in the back of this level the lode is 6 ft. wide, worth 8 per fathom.

PERRAN WHEEL VYVYAN.—D. R. Stickleland, W. Perry, Oct. 26: We have cut the north and south lode in the shaft, at Cross Lanes; lode 3 ft. big, 2 ft. of which contains quartz, gossan, and flokan, 1 ft. thick, underlying west about 1 foot in a fathom; a better defined lode cannot be seen at the depth. We calculate we have driven about 2 fms. on it, and to every appearance we shall cut the caunter in driving about 2 fms. more; lode easy for driving on, but owing to the quantity of coming water we cannot drive so much as if this had not been the case. We have three men costaining in the eastern ground, and believe we have cut No. 2 lode; we want to be in more settled ground to prove it.

PRINCE OF WALES.—J. Gifford, F. Phillips, Oct. 24: The 90, both east and west, is without change. In the 77 west the lode is 3 ft. wide, worth 20 per fathom for copper. In the stope in the back the lode is 2 ft. wide, worth 10 lb. In the 77 east we shall take down the lode shortly, when we will report its size and value for tin. The 65 east is also driving by the side of the lode. The same will apply to the 65 west. We shall cut into this lode this week to prove it. No change in the 55 cross-cut north. The stopes for tin are looking much as usual, but the stopes for copper not quite so well. Silver Department: We are trying to find the shallow adit, which we hope shortly to do, and then be able to let away all the surface water, which will enable us to begin further operations on this lode. We have commenced burning tin, and the ovens, &c., seem to give very good results.

PRINCESS OF WALES.—T. Foote, G. Rickard, Oct. 25: The lode in the 50, west of Harris's engine-shaft, is fully 4 ft. wide, consisting of capel, peach, spar, and mundle, with spots of copper and tin ore. The ground in the 50 fathom level cross-cut, driving north towards the tin lode, is without any material change since last week.

POWELL UNITED.—J. Trevelthan, Oct. 26: The 73 is in a lode 4 feet wide, yielding 2 1/2 tons of lead ore to the fathom. The stope in the back of this level, east of winze, is valued at 2 tons per fathom. The stope in the back of the 62, west of shaft, are yielding 2 tons per fathom. Other parts of the mine are without any change.

QUEEN.—W. Knott, Oct. 26: The men in the winze sinking below the 30 are making fair progress. The lode is 4 ft. wide, composed of peach, quartz, and capel, interspersed with arsenic, copper, silver-lead, and tin, worth of the latter from 50 to 40 lbs. of black tin per ton of stuff. This is a good paying lode. The winze sinking from the 20 to the 30 is being sunk by the side of the lode. I expect in about a fortnight this time the lode will be holed to the rise in the back of the 30, which will ventilate this part of the mine, and lay open profitable ground for stopping. The 20 end is being driven by the side of the lode, and where last cut through was about 2 ft. wide, and worth over 1 cwt. of black tin per ton of stuff. Cook's Shaft: In the 20 west the men are driving by the side of the lode, and the same will apply to the 20 east of shaft. The lode in these ends will be taken down in the course of another week. The 10 fm. levels west and east of this shaft are being advanced by the side of the lode, which will also be taken down in the coming week. Silver Department: The lode in the deep adit end east of cross-cut, north of engine-shaft, is 3 ft. wide, composed of peach, carbonate of iron, and flokan, interspersed with sulphur, mundle, copper, and occasional spots of silver-lead, a very promising lode indeed, and in which may be reasonably expected rich deposits of silver ore.—Bennett's Eastern Shaft: Our operations here are still confined to the back of the adit. In consequence of the bottom of the adit being broken down in the Prince of Wales Company's rise, which they have been endeavouring to remedy, we have not succeeded in doing as yet. We are breaking some good saving work in the gossan in the back of the adit, and a quantity of low-class stuff. The 12 heads of stamps are working well, and we have put in large drags to catch the tin-stuff from the stamps for the present, being in want of the ironwork for the buddles ordered from the foundry long ago, but are promised to have the same forwarded on Saturday next. Of course I know the founders are busy, and others are waiting for their orders to be executed as well as us. I see our tin-stuff will turn out according to expectations, and am bold enough to say that all I have reported respecting the character and quality of the lodes is correct.

REDMOOR.—F. Bennett, Oct. 21: Setting Report: In the 25 west the lode is disordered by the cross-course; we have set to drive north to prove if we have the main part of the lode, to six men, at 51 per fathom. The lode in the stope in back of the 25 is worth 51 per fathom; set to two men, at 21. 10s. per fathom. The lode in the stope west of the south shaft is worth 61 per fathom; set to four men, at 31 per fathom. The lode in the stope east of the south shaft is worth 61 per fathom; set to four men, at 31 per fathom.

—Oct. 26: In the 25 north we have been meeting with branches; the ground is disordered by the cross-course as yet. There is no change to notice in the stope east and west of the south shaft, worth 61 per fathom. The lode in the stope in back of the 25 is worth 51 per fathom.

ROMAN GRAY LODE.—A. Waters, Oct. 26: The 95 fm. level cross-cut, east and west of old engine-shaft, is making good progress. The 80, south on Roman vein, is without change for some weeks past. The 80, south on east lode, is still

in a rich course of ore. The 65, north of No. 2 cross-cut, on Roman vein, is now near within about 6 feet of the ladder winze. The winze sinking below this level is going down in a wide and rich course of lead ore. The stopes in back of the level are yielding their usual quantities of lead. The level driving north of No. 1 winze, below the 65, on Roman vein, is in a lode 7 feet wide, which is yielding rich ore stuff throughout. The level driving south of the said winze is also in good ore ground. The two stopes in back of the 65, south of No. 2 cross-cut, are just as last reported, yielding ore in profitable quantities. The 55, east of cross-cut, is still in a strong ore lode, the end being now about up to Jones's winze sunk from 50 fm. level. We think the winze has gone down in the hanging-side of the 65, and that we shall have to cross-cut to effect a communication. The water will be drawn out of the winze by Friday, when we shall dial the ground and make certain of the question at issue. Nothing done in the way of setting lead at Corfield's for the past week, as we are saving and dividing the shaft, and getting ready for winding out of the 65 fm. level there. We hope to complete this work, cut the ground, and fixed pit-head, &c., at the 50 in time to start the underground engine for good on Monday next. We have a splendid draught through the chimney. The new south engine-shaft is down about 23 fathoms. Ground still favourable.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Bugelholte, Oct. 25: Standard Lode: The lode in the 110, driving east of Ransom shaft, has considerably fallen off in size and value since last report; at present the lode is 4 ft. wide, and the appearance is however, to say that the lode in the 100, driving east, has improved; it is now 3 1/2 ft. wide, and worth 151 per fathom. The lode in the winze sinking below this level is small and unproductive. The lode in the stope in the back is 2 ft. wide, worth 12 per fathom. The winze sinking in the bottom of the 90, on the north part of the lode, is worth 51 per fathom. The lode in the 90 carbona north is 4 ft. wide, worth 61 per fathom. The lode in the winze sinking below the 80 is 4 ft. wide, worth 151 per fathom. The lode in the 60, driving east, is 9 in. wide, producing saving work for tin. The lode in the 60, driving west, is 9 in. wide, producing saving work for tin. The lode in the 100, driving west of the cross-course, is 18 in. wide, letting out water very freely, but of no value. The lode in the carbona in the 46, west of Frank's shaft, is much the same as when last reported on, worth 101 per cubic fathom. Our tribute department is much the same.

SOUTH DARREN.—J. Boundy, W. H. Boundy, Oct. 23: The lode in the 80 west is 3 feet wide, composed of a dark clay-slate, carbonate of lime, copper and lead, worth 261 per fathom, and the appearance is stronger now than before. It shows no further improvement. The lode in the 70 west has been a little disordered during the past week, consequently it has not been so productive as before, but from its appearance we think it will soon resume its former value; present value 1-1/2 per fathom for lead and copper ore. Having holed the winze sunk from the 60 to meet the 70 driving west; this level is now well ventilated, and we are now in a position to commence stopping to prove the value of the lode over the back of the level. There is no other change in the mine to notice in last report. We shall sample a parcel of silver-lead ore this week of 25 tons. The machinery is in good working order.

SOUTH MERLLYN.—Oct. 26: No change to report since my last. The lode in the 100 has a good appearance.

SOUTH VAN.—J. Richards, Oct. 26: We are still cross cutting through the lode, and are now in 12 ft., with no sign of a footwall. There is no change in the lode since my last report. I broke some of the lode to-day, and I believe we are close to the footwall.

ST. AGNES CONSOLS.—W. Vivian, Oct. 21: Since our last report on this mine our efforts have been directed to carrying on the necessary preliminaries for the erection of the engine, &c. In spite of the late heavy rains, the building of the engine-house has been proceeded with, and is now near completion. We expect that in about four weeks from this time we shall have it all roofed in, and by the end of December the engine will be fixed and in full working order. We have fifteen men and boys employed at the shaft, enlarging it and fitting it with a new shaft, and the lode in the 60 fathoms of this winze sunk up to our boundary. We are working a property which will return as handsome dividends to its proprietors as Wheel Kitty or any of the adjoining dividend mines. **TAMAR VALLEY.**—J. Goldsworthy, Oct. 26: In the 37 fathom level, driving south of Weston's engine shaft, the men are engaged in stripping down the lode; the same is 3 ft. wide, composed of horn-spar, mundle, prun, fluor-spar, and a mixture of silver-lead ore, although not to value at present. The character of the lode and strata are such as the productive-bearing lode of the district are found in. There are no other changes to notice in the bargain this week.

TANKERVILLE.—Arthur Waters, Oct. 26: Watson's shaft, below the 119, is down 5 fms. 5 ft.; lode quite as rich as ever. Other places on Tankerville lode are without change since last report. Old lode in the 74 west is, we think, on the eve of an important change for the better. We have dialled the new shaft and laid out all the work necessary to complete the sinking from surface to the 74 fm. level. We have commenced opening ground in the 30, down to the level of the shaft, which will be completed by the end of the week. We are cutting for the shaft in the 40 also. Depth sunk below the 22 fm. level is 2 fathoms. Surface work is going on as usual. On Tuesday last we sold 81 tons of lead ore, at 118. 6d. per ton. On Tuesday next we shall sample 100 tons for the fortnight.

TAN-YR-ALLT.—Wm. Johns, Samuel Johns: We have made the necessary alteration in the pitwork, which is working well. The water is now pumped out, and the men have resumed working. We shall shortly sample 30 tons of silver-lead ore.

TERRAS (Tin).—Martin Rickard, Oct. 26: The cross-cut towards Rickard's lode, in the north part of the mine, is without alteration since last report. The lode south, in the north part of the mine, has improved in the last few days, and is now yielding some good stones of tin. Good progress has been made in the sinking of the new engine-shaft in the past week; the engine works well indeed. The deep level, on the elvan, is much as when last reported on. The stope in the back of the deep level, on the elvan, is yielding fair quantities of stuff. The lode in the level south, and shall next week begin to cross cut for the shaft in the 40 also. Depth sunk below the 22 fm. level is 2 fathoms. Surface work is going on as usual. On Tuesday last we sold 81 tons of lead ore, at 118. 6d. per ton. On Tuesday next we shall sample 100 tons for the fortnight.

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TERRAS (Tin).—Martin Rickard, Oct. 26: The cross-cut towards Rickard's lode, in the north part of the mine, is without alteration since last report. The lode south, in the north part of the mine, has improved in the last few days, and is now yielding some good stones of tin. Good progress has been made in the sinking of the new engine-shaft in the past week; the engine works well indeed. The deep level, on the elvan, is much as when last reported on. The stope in the back of the deep level, on the elvan, is yielding fair quantities of stuff. The lode in the level south, and shall next week begin to cross cut for the shaft in the 40 also. Depth sunk below the 22 fm. level is 2 fathoms. Surface work is going on as usual. On Tuesday last we sold 81 tons of lead ore, at 118. 6d. per ton. On Tuesday next we shall sample 100 tons for the fortnight.

south, now 8 feet deep. The south boundary shaft is now 28 fathoms below surface, and is going down speedily. The adit going towards said shaft is making progress.

WEST LLYWERNOG.—S. E. Martin, M.E.: I was at this mine on Monday last measuring some trees. I find Capt. Thomas is progressing favourably with the level, and I expect in another week they will reach the rock, after which I hope they will make good progress in driving, so as to soon intersect the lode, which I expect will prove good, taking into consideration the rich lode they have in the old mine immediately to the east; also Capt. Knottwell having good mine to the west.

WEST TOLGUS.—Oct. 25: We have lately had a breakage of one of the seatings in the plunger-lift, which has thrown us back in the shaft and the bottom ends; but we hope the water will be out to-night. The lode in the 115 fathom level end east is as good as ever—a fine lode. The 115 fm. level end west is being driven in kilias with the south part of the lode—we drive the end in kilias first, and then take down the part of the lode (reader) for about 18 in. wide, which yields 3 tons of good ore per fathom; this we consider is looking very well. We hope next setting day to set a rise from this end to communicate with the 105 fm. level; we shall have good ventilation when that is done. No alteration in the other tuckwork bargains, and the stopes are just the same.

WEST WHEAL TREMAVNE.—Capt. Roberts, Oct. 24: In driving north at the 10 we discovered the main part of the lode, which is about 9 in. wide, producing some good work for tin, and in soft kilias ground; and in driving it we saw timber. We have also an improvement in the lode in the 20 fm. level, which is 1 ft. wide, but, in consequence of very loose ground and the water, we cannot save much of it in the end; it is a good lode for tin, and should it continue as at present, it will open out good tribute ground.

WHEAL BULLER.—J. Inch, Oct. 21: Yesterday being our setting day I beg to hand you the following as our setting report:—Hocking's shaft to sink under the 114 fm. level, by nine men, at 381 per fathom; the lode in this shaft has greatly improved in appearance in the past week, and is worth for tin 501 per fathom for the length of the shaft (2 fathoms). The floor of spar we had in the shaft is again wearing out, and I should say from the present appearance the lode will shortly be richer for tin than it ever has been. The 114 fm. level to drive west, by six men, at 171 per fathom, worth for tin 161 per fathom. The 114 fm. level to drive east, by six men, at 141 per fathom; the lode in this end is large, producing low quality work for tin. Stevens's shaft stop, in the back of the 102 fm. level, to four men, at 91 per fathom; worth for tin 161 per fm. The 60 fm. level to drive west of this shaft, on the north copper lode, by four men, at 81 per fathom; the lode in this end will produce 1/2 ton of copper ore per fathom. The 50 fm. level, to clear and lay down tramways, to four men, at 71 per fathom; we hope to get this completed in the ensuing month, when we hope to have some rich copper ore. We also set six tribute pitches on tin, to thirteen men, at an average tribute of 111. 12. 12. We also set two pitches on copper ore, to four men, at an average tribute of 81. 12. 12.

—James Inch, Oct. 25: Hocking's shaft, sinking under the 114 fathom level, is looking kindly to improve in the past week, and is worth for tin 501 per fathom for the length of the shaft (2 fathoms). The floor of spar we had in the shaft is again wearing out, and I should say from the present appearance the lode will shortly be richer for tin than it ever has been. The 114 fm. level to drive west, by six men, at 171 per fathom, worth for tin 161 per fathom. The 114 fm. level to drive east, by six men, at 141 per fathom; the lode in this end is large, producing low quality work for tin. Stevens's shaft stop, in the back of the 102 fm. level, to four men, at 91 per fathom; worth for tin 161 per fm. The 60 fm. level to drive west of this shaft, on the north copper lode, by four men, at 81 per fathom; the lode in this end will produce 1/2 ton of copper ore per fathom. The 50 fm. level, to clear and lay down tramways, to four men, at 71 per fathom; we hope to get this completed in the ensuing month, when we hope to have some rich copper ore. We also set six tribute pitches on tin, to thirteen men, at an average tribute of 111. 12. 12. We also set two pitches on copper ore, to four men, at an average tribute of 81. 12. 12.

WHEAL CREBOR.—Capt. Goldsworthy, Oct. 25: In the 120, east of Cock's shaft, the driving is by the side of the lode, fair progress being made. In the 60 cross-cut, driving south, the strata are a mixture of kilias and elvan. Intermixed with prun, mundle, lead, and copper ore; the cross-course is cutting out water freely. We are forcing on this cross-cut with all speed, in anticipation of meeting with good results. In the 72, east of Cock's shaft, the part of the lode now being cross-cut is composed of quartz, prun, mundle, &c., and a mixture of copper ore—a finer-looking lode cannot be seen without a course of ore. In the rise in the back of the 72, driving east from the top, the rise is by the side of the lode, and when a communication is effected to a rise east the lode will be taken down, and we then expect to open up a good, to four men, at 71 per fathom; we hope to get this completed in the ensuing month, when we hope to have some rich copper ore. We also set six tribute pitches on tin, to thirteen men, at an average tribute of 111. 12. 12. We also set two pitches on copper ore, to four men, at an average tribute of 81. 12. 12.

WHEAL FRIENDSHIP.—In the 150, west of Whitborn's cross-cut, we have no change since our last report. The stope, five in number, will average about 1 1/2 ton to a fathom. Nothing new in the 80 cross-cut north from Curtin's glebe. **WHEAL GREENHILL.**—E. R. Odgers, W. Bennett, Oct. 21: We are progressing with the different places in this mine satisfactorily, and every place maintains the same value as we stated in our Thursday's report. We continue to push on the 140 cross-cut north with all speed.

able to make repairs in case of a leak. The new pump furnace at Liphempen is to have its hot-air pipe carried down in the same manner. The engine for driving the blowing machinery was built at Cleveland; the blowing cylinders, of which there are two, were manufactured by the Iron Bay Foundry, at Marguerite. There is no cold air receiver, the blast being taken directly from the cylinders, and it is very even and steady. The coal and ore is hoisted by a water balance. The furnace is also supplied with a small engine for pumping, driving the machinery in a small machine shop, and a mill for grinding feed, &c., and has one of Earle's patent pumps for use in case of fire. There are four sets of kilns. Nos. 1 and 2 are situated 2 miles from the furnace, and consists of eight kilns each; and Nos. 3 and 4 are 3½ miles distant. They are all of the beehive pattern, and hold 40 cords of wood each.

GREAT NORTH LAXEY.—Two cross-cuts are being driven in the 38 and 60 fathom levels to a lode where seen below is worth 2 tons per fathom, and, if cut good, the mine will at once be considerably more valuable.

EAST VAN.—The first general meeting of shareholders was held on Thursday, under the presidency of Mr. Thos. Clement Munday. It will be seen by the details which appear in another column that Captain Williams, the manager (who is also the manager of Van), expresses the most confident opinion as to the future of the mine. After describing the perfect similarity of the lode in both mines, Captain Williams stated that they had in East Van everything they could desire; and, although he did not profess to be able to see through the ground, yet he had no hesitation in saying that East Van will make a wonderful mine—in truth, he could not see how it could possibly fail. Captain Williams added that he had to work for years in Van under far less favourable indications than those now presented in East Van.

WHEAL BULLER.—The shares in this mine have again been freely purchased during the past two days at the advanced quotation of 35½ to 40½, buying orders remaining unexecuted. The renewed demand has arisen from the fact that the spar in the shaft is gradually wearing out, and the lode is increasing in value, which the agent now thinks will become richer than ever. This, with the junction of the copper lode at a further depth of 10 fms., may prove Wheal Buller to be equal with the other great productive mines which have undergone similar mineralogical changes. The report of the manager appears in another column.

WHEAL GRENVILLE.—In the Supplement to this day's Journal appears a special report upon this mine, by a well-known and experienced practical authority. The report is most favourable, and concludes by stating that "the mine is looking well, and that when the great lode at South Condurow is cut at the 140 cross-cut, it is his opinion the shareholders will be able to say, without fear of contradiction, that they have a mine second to none in the district."

NEW BIRCH TOR AND VITIFER CONSOLS.—We are glad to learn that new life has been infused into this old mine. Some of the original proprietors have been bought out by a few enterprising miners, and the mine is already sold, and is being worked by a new set of men, and the result of great value, was divided at the last meeting into four sets, and one is already sold, and a company formed to work it under the name of Chagford Tinworks. Arrangements are being made for the separate working of the other two, and the proceeds of sale are to be devoted to the erection of more stamping machinery at Birch Tor, when largely increased profits will be made, and it is expected the shares will speedily reach something like their real value. The last sale was over 6 tons of tin for one month, and the ore fetched 88½, 12s. 6d., the highest in the market, and the returns are expected to go on increasing.

WHEAL GRENVILLE.—In the Mining Notabilia of last Saturday's Journal there are some remarks as to the inadequate stamping-power of this mine. The statements there made are notably untrue, and were evidently written by some malicious person with a view to damage the mine in the estimation of the public. The number of heads of stamps upon the mine is 32, and 28 only of them are at work two-thirds of the time to stamp the present monthly raisings. With the 32 heads of stamps at full work, 30 tons of tin could be returned per month from the present quality of tinstone; should the quality improve, as there is reason to believe it will, then the stamps could return more tin in proportion. As soon as the mine produces more tin than the present stamping can return the adventurers will be only too glad to increase the stamping power, as the trifling cost of so doing, so far from necessitating a call, would scarcely affect the profits of one month, the mine not being burdened with a heavy debt to the merchants.

SHALLEE SILVER-LEAD MINE.—We observe the Shallee Silver-Lead Mining Company showing signs of life and of future prosperity. The first sale of ore from this mine having taken place, as noted in our list of ores sold, the price realised, 17½, 7s. per ton, proving the ore to be of the high percentage, both for lead and silver, claimed for it at the time the company was projected. It is gratifying to find encouraging prospects awaiting a legitimate mining undertaking in that part of Ireland so long reputed for its mineral wealth.

WHEAL ARTHUR (Calstock).—A fine discovery of copper ore has been made on a new lode in this set. The lode is 3½ ft. wide, and at only 10 ft. from surface is all spar and rich yellow ore. A wheel is being erected to sink in the full expectation of a rich course of ore being found. This lode is parallel to the lode in this set which yielded £3,000, in dividends in three years, and the new discovery promises well. This set was taken up for tin a year and a half ago, and several dividends have been already paid out of tin; but if the copper discovery fulfils its promise the former prosperity of this old mine will be rivalled. The discovery is in the valley, and by driving on the lode great backs will be had without sinking by machinery. Shares have advanced from 30s. to 45s. on this discovery.

WEST MARIA AND FORTESCUE CONSOLS.—It is very satisfactory to learn that at the meeting of shareholders, held on Thursday, it was resolved to erect 16 heads of stamps, to return the tin, arsenic, and copper from the large amount of low ores which have accumulated and are being broken in the mine. There will be a handsome profit on this department of the work. As each deeper level is reached the tin is found to increase in quantity, and there is every likelihood of this mine being a mine for some time to come. On the same lodes, a short distance to the west, the New Great Consols Mines are returning large quantities of tin monthly out of their low ores, and these they used to sell at 18s. per ton or so.

VAN CONSOLS.—The barytes department is progressing most favourably. The manager reported good profits for September, and the works are now producing 100 tons per month. There seems every prospect of a bright future for the mine, as the lead department is being pushed on with all speed.

SOUTH VAN.—The box of lode stuff sent to the office from the lode just cut is of precisely the same character as at the Van at the same depth, and Capt. Richard states that he believes a course of ore is near at hand.

CATHEDRAL.—The new steam-engine will be at work in a few days, when good results are confidently expected.

EBERHARDT.—It is explained that the comparatively small profit realised during September is accounted for by the fact that Mr. Phillips deemed it advisable for the safety of his miners to cut away the rock from the top of the old chamber in Ward Beecher to within 7 ft. of the surface, the whole of which he found to be good milling ore. The International and Oasis Mills are running steadily, and the tramway is completed, and will start as soon as the new saddles and boxes for conveying the ore arrive from San Francisco. At Eberhardt some rich ore has been found, yielding over \$150 per ton.

RICHMOND CONSOLIDATED.—The returns for September amounted to \$52,000; and from Oct. 1 to 24, \$44,000. The furnaces are expected to be in operation by the end of November. The latest advices describe the property as magnificent, the ore in sight inexhaustible, and the management perfect.

INDEPENDENCE.—Capt. Farish reports that for the three weeks ending Sept. 23, 802 tons of auriferous quartz had been raised and delivered to the crushing mill, which was working most efficiently. The average number of stamps at work per day were nearly 24, and the drops per minute 62.

ECLIPSE (Gold).—A telegram has been received stating the water-stamps were working satisfactorily, and a telegram is expected next week, giving the returns of gold from the first crushing, which, no doubt, will be highly satisfactory.

SOUTH AURORA.—From the directors' report, to be submitted at the meeting on Wednesday (which is fully given in the Supplement to this week's Journal), the contract with the Eberhardt and Aurora Company for crushing 1500 tons of ore seems to have proved very satisfactory for the South Aurora Company. The contract was taken at \$15 per ton, yet the result was a profit of 192½, 12s. 11d. more than 11s. 6d. per ton of ore treated. The South Aurora Company's mill is in excellent condition, and amply sufficient for the treatment of 45 to 50 tons of ore daily. Working for 300 days in the year, 45 tons per day, at similar rate would give about 18,000, per annum profit from milling.

THE TIN TRADE.—There has been a remarkable fluctuation in the price of tin within the last few days, causing no little uneasiness in Cornwall, but the movements of speculators have not succeeded in lowering the quotations, so great is the demand for the metal. The extension of the tin-plate trade goes on steadily, and it is expected that Chicago will take several hundred tons. The exports from January to September last were 1,906,486 cwt., value 2,192,798½, against 1,610,422 cwt., value 1,833,328½, in the corresponding period of last year. In 10 years the make of tin-plates has doubled. South Condurow sold, from June to October, 121 tons 6 cwt., for 964½, and in the first fortnight in October nearly 21 tons realised 81½, 6s. 6d. per ton. Cook's Kitchen sold from Aug. 16 to Oct. 18, 91 tons for 7420½. The largest parcel was one of 13 tons 12 cwt., which made 82½, 6s. on Aug. 16; the highest price, one of 8 tons, at 84½, 5s. West Wheal Frances sold 65 tons of tin for 5900½. On Oct. 5, 9 tons 17 cwt., sold for 82½, per ton. The present price is now 86½, for first-rate ore, which is 20½, per ton above the average of the last 10 years, 42½, per ton above the price in some part of 1866, and 39½, 10s. per ton above the whole average for the years 1865-8.—Times.

The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, OCT. 27, 1871.

COPPER.				IRON.				Per ton.	
Best selected . . . p. ton	77	0	78 0	Best selected	8	2	8 10	0	0
Tough cake and tile	71	0	76 0	Do, to arrive	7	15	0	0	0
Sheathing & sheets . . .	77	0	78 0	Nail rods	8	0	0	0	0
Bolts	79	0	80 0	Do, in London	9	0	0	0	0
Bottoms	81	0	83 0	Do, ditto	9	5	0	10	0
Old	60	0	0	Do, at works	8	10	0	0	0
Barra Barra	60	0	77 0	Hoops	10	0	0	0	0
Wire lb.	0	0	9½-10d.	Hoops	9	2	6	0	0
Tubes	0	0	10½-10¾d.	Sheets, single	10	15	0	11	0
BRASS.				STEEL.				Per ton.	
Sheets	84	0	84½	Swed., in kegs (rolled) . .	13	0	14	0	0
Wire	84	0	84½	Do, (hammered)	13	0	14	0	0
Tubes	84	0	10½d.	Do, in faggots	13	0	14	0	0
Yellow Metal Sheathing . .	84	0	84½	English, spring	17	0	23	0	0
Sheets	84	0	84½	LEAD.				Per ton.	
SPELTEN.				TIN-PLATES.*				Per box.	
Foreign on the spot	£18	15	0-19 5	IC Charcoal, 1st qua. †	1	9	6-11	0	6
to arrive	18	15	0	IX Ditto, 1st quality	1	15	6-11	0	6
ZINC.				IX Ditto, 2d quality	1	7	6-8	0	0
In sheets	£10	0	0-24 10	IX Ditto, 2d quality	1	13	6-14	0	0
QUICKSILVER (p.bot.)	£21	0	0	IX Coke	1	11	1-7	0	0
TIN.				IX Ditto, 1st qua.	1	11	0-13	0	0
English blocks . . . £141	0	0	—	IX Ditto, 2d quality	1	10	0-15	0	0
Do., bars (in bris.)	142	0	0	Ditto, at works	13	10	0	14	0
Do., refined	144	0	0	SPANISH.				Per ton.	
Banca	137	0	0	English Pig, com.	18	0	18	2	6
Straits	135	0	0-136 0	Ditto, L.B.	18	2	6	18	0
TIN-PLATES.*				Ditto, W.B.	20	0	0	0	0
IC Charcoal, 1st qua. †	1	9	6-11 0	Ditto, sheet	18	15	0	18	0
IX Ditto, 1st quality	1	15	6-11 0	Ditto, red lead	20	0	21	0	0
IX Ditto, 2d quality	1	7	6-8 0	Ditto, white	23	0	30	0	0
IX Ditto, 2d quality	1	13	6-14 0	Ditto, patent shot	20	10	0	0	0
IX Coke	1	11	1-7 0	Spanish	17	10	0	0	0
IX Ditto, 1st qua.	1	11	0-13 0	At the works, 1s. to 1s. 6d. per box less.				† Add 6s. for each x.	
IX Ditto, 2d quality	1	10	0-15 0	Terne-plates 2s. per box below tin-plates of similar brand.					
Ditto, at works	13	10	0						

REMARKS.—The course of the markets during the week has been steady, values have been maintained, the demand for some metals has increased, and prices have an upward tendency. As the shipping season to the northern ports draws to a close, business in that direction is materially restricted. The easier tone of the Money Market, although not confirmed by the expected reduction in the Bank rate, tends also to impart firmness to our markets generally.

COPPER.—The market is quiet, but steady. Best selected has changed hands at 76½, and Wallaroo 10s. higher; Chili bars, 66½, 10s. to 69½; ore, 13s. 9d. It is not generally expected that there will be any great change in the position of the Copper Market until a demand shall spring up from India, which is one of the most important outlets for this metal. The falling off of exports to the East has been very noticeable during the last nine months, so that, sooner or later, the looked-for demand may considerably affect the position of the market.—YELLOW METAL continues quiet.

IRON.—To all who are interested in the iron trade, whether as shippers, merchants, or producers, it must be a source of very great satisfaction that a plan has at last been accepted by both masters and men, as suggested by Mr. Dale, the President of the Board of Arbitration and Conciliation in the North of England, by which it may be hoped that the much-vexed question of wages has reached a final settlement. So long as the difficulty is disposed of our readers will not care much about the details of the arrangement. Suffice it to say that a sliding-scale has been adopted, which will rise or fall in proportion to the value of the raw material, which value is to be ascertained upon periodically by a practical and disinterested person appointed by the board for this purpose. In consideration of the magnitude of the interests at stake, and that if this plan be found to answer the almost certainty of its universal adoption, it is a matter of sincere congratulation that Mr. Dale should have hit upon an expedient which meets the approval of those immediately concerned, and which seems likely to prove eminently successful. With the settlement of the wages question increased firmness is discernible in the Middlesbrough market, and prices are looking up. No. 1 is now quoted at 8s. 6d., No. 2, 8s. 4d., and No. 3, 8s. 2d. The probability of the continuance of present high prices is again confirmed by forward contracts being concluded at full rates. Early deliveries can be effected with difficulty, and always at advanced prices. The demand for home consumption is on the increase, while shipments continue unabated. As for some time past, the run continues on railway bars and plates for shipbuilding purposes, but merchant bars and other descriptions of iron are in equal demand, owing to the fact that so many of the mills have been adapted to rail-road manufacture that it is only at a limited number that bars, &c., can be turned out.

In South Wales the result of the Quarterly Meetings seem to have imparted vitality to the markets, for usually at the approach of the fall of the year the busy season is considered to be over, but at present makers are as full of work as they have been, and from advices received they have every confidence in the continuance of the flow of orders. It is already surmised that the export demand for next year will not be falling off upon that of the current year. The prospects being good, the same sources from which the great bulk of orders has sprung for a considerable time—Russia, North and South America, and the United States—will probably be large buyers again, and there is no reason to believe that there will be any falling off in the home and continental demand. Shipments from South Wales during the week have presented unusual activity, great efforts being made to effect clearances before the shipping season to some of the northern ports closes for the winter. Of the 18,000 tons thus reported leaving for next year will appear in proportion to the total tonnage of exports to America. The impression that we have conveyed from time to time that there was not much probability of a reduction in the value of iron seems to be gaining ground among home buyers, who are giving out their orders more freely at full rates. As in the North of England so in South Wales, the great demand is for railway iron, but merchant bars are in fair request. The Glasgow pig market has been strong throughout the week. Shipments continue to be very heavy. Makers' stocks are reduced, and this fact, combined with a somewhat easier money market, has tended to raise the price of the material, and prices have advanced to 62s. 9d. cash to 63s. one month. Shipments for the week ending Oct. 25, 1871, 21,892 tons; Oct. 22, 1870, 14,298 tons; Increase, 7594 tons; total increase since Dec. 25, 1870, 160,594 tons. Swedish iron continues very firm. There are very few lots in warehouse in London, and as the season of shipments from Sweden is drawing to a close sellers are indisposed to part with their holdings except at full prices.

LEAD.—The position of the market is unaltered, and prices are the same as last week.

ZINC.—Firm, and prices have advanced during the week to 22½, 15s., 22½, 17s. 6d.

SPELTEN.—There is a stronger market for Sillesian, the price has advanced 18½, 15s. to 19½; broken parcels 19½, 5s. In hard there is a very good business doing, and considerable sales have taken place at 14½.

TIN.—The market has been quiet during the week, transactions have been limited, and prices have somewhat receded, Straits being now quoted at 135½, 15s.

TIN-PLATES.—Firm, and continue in good demand; there is no immediate prospect of prices giving way, and further large quantities may be required in consequence of the conflagration at Chicago. QUICKSILVER is now quoted 5s. less than our last quotation.

COPPER.—Messrs. James and Shakespeare.—No sales of ore or regulars have been made during the week, but importers within the last day or two have been asking higher rates. Bars have found buyers only to a small extent; about 100 tons J. Edwards selling at 69½, cash, 50 tons good brands at 68½, same terms, 50 Urmeneta at 67½, 10s. to arrive, and 50 at 67½, 15s., December delivery. On Wednesday sales of about 1000 tons D.R. Urmeneta ingot were made in Birmingham for delivery over the next six months, and the prices reported to have been paid were 75½, and 76½, per ton. On Wednesday telegrams arrived from Chili advising charters for the last fortnight of September as 1100 tons pure (40 tons bars and ingots, 500 tons in ore and regulars for England, and 100 in bars for France) against 1400 tons pure in like fortnight of last year. Australian sorts have been in somewhat better request, and Wallaroo has sold to a fair extent at 76½, 10s. cash for cake, the parcels being taken from second hands. English remains in an unsatisfactory condition, and to procure orders the manufacturers are obliged to accept rather low terms; yesterday 50 tons best selected were sold for forward delivery in Birmingham at 76½, per ton.

Messrs. Vivian, Younger, and Bond.—The leading feature has been a considerable purchase of Urmeneta ingots and of best selected, at about our annexed quotations. This has been followed by other smaller transactions, and it is said the total amounts to sales of 1700 tons of these descriptions of copper. Some considerable operations in Urmeneta and J. Edwards bars, at 67½, 10s. for the former and 69½, for the latter, have taken place. Lots and good ordinary brands being rather neglected. An offer of 13s. 9d. for regulars was refused, importers being unwilling, in view of the advices from Chili, to submit to any reduction on 14s. Business in Wallaroo is doing at 76½, 10s. English raw copper is firmer, and second-hand holders and outside makers asking a little more money. Manufactured is still very dull of sale. Though we can report these very large operations, the uncertainty of the future of the Money Market prevents all speculation, and it will be observed that prices remain without any important alteration.

COAL MARKET.—The fresh arrivals this week reached 93 ships. The demand has been less active, and prices have gone back 1s. per ton on household coals, only three cargoes remaining over. Hutton

Wallsend, 20s.; South Hutton Wallsend, 19s. 6d.; Lambton Wallsend, 19s. 3d.; Hartlepool Wallsend, 19s.; Harton Wallsend, 17s. 9d.; Hetton Lyons Wallsend, 17s. 9d.; 35 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, of Liverpool, we learn that the quantity of coal exported in Sept. was 1,171,244 tons, against 882,048 tons in the corresponding month of 1870, showing an increase of 289,196 tons. The particulars are—From the Northern Ports, 629,947 tons; Yorkshire, 65,464 tons; London, 9179 tons; Liverpool, 65,115 tons; Severn Ports, 309,964 tons; and Scotch Ports, 91,575 tons. The increase was—Northern Ports, 166,251 tons; Yorkshire, 28,656 tons; London, 2434 tons; Liverpool, 10,088 tons; Severn Ports, 36,338 tons; Scotch Ports, 45,429 tons. Total, Jan. to Sept., 1871, 8,715,271 tons; corresponding period last year, 8,033,454 tons.

The MINING SHARE MARKET has been dull this week; the settlement of a heavy fortnightly account has occupied the chief attention of the dealers. The mines mostly dealt in have been Carn Brea, Tincroft, Wheal Grenville, Wheal Uny, Great North Laxey, West Basset, Tankerville, New Lovell, Great Laxey, East Basset, West Frances, South Frances, Tankerville, Wheal Buller, Eberhardt, Chontales, Utah, East Van, and a few others.

Bronfloyd stock, 101 to 105, ex dividend of 2½ per cent. just declared, being the thirty-second quarterly dividend. Blaen Caelan, 1½ to 1½. Pennerley, 3½ to 3½; the 70 west, on Big Ore lode, has improved to 2 tons per fathom; the winze sinking below the 40 is worth 5 tons per fathom. Wheal Grenville, 9 to 9½; the sale of tin for the month realised 1629½, and a profit of about 600½. Herodsfoot, 39 to 41; at the meeting the accounts showed a profit of 1557½, 6s. 11d., on the four months, and balance of assets over liabilities of 3384½, 11s. 7d.; a dividend of 30s. per share was declared; the report congratulates the shareholders on the continued success of the mine, and the agent considers he has still before him a long and prosperous future. Wheal Buller advanced from 25 to 37½, 40, on an improvement in the shaft, Bog, 2½ to 2½; Carn Brea, 145 to 150. New Wheal Lovell, 2½ to 2½; at the meeting the accounts showed a loss on four months' working of 1867, 11s. 6d., and a debit balance of 411½, 5s. 11d.; a call of 2s. per share was made; the tin sold in the four months realised the sum of 1938½, 3s. 10d.; the ends in the mine are not rich, but looking at the different points of operation the agent considers the prospects generally to be better than they were four months ago. Great Wheal Vor, 9½ to 10; the 174, west of Edwards's, has improved to 20½ per fathom; the 164 west is worth 120½ per fathom; the winze below the 174 is under the slide, and the lode is worth 100½ per fathom.

West Frances, 25 to 27; at the meeting the accounts showed a profit on three months' working of 1249½, and a dividend of 2048½, (10s. per share) was declared. While, however, the tin ores are credited up to the day of meeting, the costs are only charged to July, and, as they amount to 1300½ per month, those for August and September were liabilities at the meeting (the former absolutely paid, but not charged) of 2600½, yet a dividend was declared, and we are glad to see that this system of paying dividends when mines are in debt, to which we have so long called attention, is at last exciting some attention in Cornwall. Cook's Kitchen, 34 to 35; at the meeting the costs here also were only charged up to July, and the tin credited to the day of meeting, and when the dividend of 2143½, out of an assumed balance of 3145½, was declared, the August and September costs, between 3000½ and 4000½, were liabilities.

South Condurow, 9 to 9½; the accounts at the meeting, when a dividend of 2295½, was paid out of the balance shown by the accounts of 3035½, 5s. 4d., were charged up to Aug. 19, while the tin was credited to the day of meeting, two days after which (the 19th) a month's cost of 1800½ would have to be met. The amount also due to merchants is 3054½, 7s. 10d.; lords' dues, 520½, 19s. 8d. Wheal Jane, 52 to 54; at the meeting on the 16th a dividend of 512½ was declared out of an assumed balance of 962½; but while the tin was credited up to the meeting, the costs were only charged to July. Devon Great Consols, 100 to 105; Drake Walls, 15s. to 17s.; Dolcoath, 210 to 220; East Basset, 10 to 11; East Caradon, 4½ to 4½; East Lovell, 13 to 14; East Seton, 25s. to 30s.; East Van, 9 to 9½; Great Laxey, 14½ to 15½.

Great North Laxey, 32s. 6d. to 35s.; we stated last week that the "hanging wall" part of the lode had not been seen above the 110, and if this proved to be the case the lode may be found whole to surface; and we now understand that a cross-cut has been put out at the 38 to prove this, and about 5 fms. have to be driven. Hingston Down, 2½ to 3½; New Seton, 57½ to 62½; North Crofty, 1½ to 2; North Roskear, 22 to 24.

New Beldon, ½ to ½; it is expected that this mine will soon commence sales of lead. Plynlimmon shares were 2 to 2½; Prince of Wales, 20s. to 22s. 6d.; Providence Mines, 24 to 26; Roman Gravel, 18 to 18½; Rosewall Hill and Ransom shares, 20s. to 22s.; South Caradon, 170 to 190; South Crofty, 34 to 36; South Frances, 52½ to 57½; South Roman Gravel, 20s. to 25s.; Tankerville, 16½ to 17½. New Wheal Charlotte, par to ½ prem.; the lode is expected to be cut very shortly in the 30 fm. level cross-cut. Tincroft, 55 to 56; Van, 50 to 52½; West Basset, 7½ to 2½; West Chiverton, 17 to 18; West Maria and Fortescue, 20s. to 25s.; West Tankerville, 34 to 3½; Wheal Agar, 32s. 6d. to 35s.; Wheal Basset, 100 to 105; Wheal Kitty (St. Agnes), 13 to 13½; Wheal Margaret, 17 to 18; Wheal Uny, 9½ to 9½. South Carn Brea rose from 6 to 8, and leave off 7 to 7½; at the meeting, held on the 19th, the accounts for three months to the end of August showed a profit in three months' working of 167½, and a credit balance of 17½. The copper sold in October realised 674½, and the tin 143½. West Caradon, 2½ to 2½.

Among foreign mines, Eberhardt and Aurora shares leave off 17½ to 18½; a statement of the accounts has been circulated among the shareholders, and is published in detail in another column. The amount paid for purchase of the mines has been 100,000½, and there have been other payments on capital account, 183,025½, 6s. 2d. (including International Mill construction account, 51,024½, 6s. 9d.; wire tramway, 23,117½, 11s. 1d.). The capital created against this sum of 183,025½, 6s. 2d. was 179,390½, leaving 3635½, 6s. 2d. overpaid on capital account. The statement of revenue and receipts shows bullion sold, 67,944½, 19s. The costs of working the mines, or the raising the bullion, including what is called "custom work," 6521½, 16s. 8d., has been 57,780½, 18s. 7d.; credit is taken for premium of bar bullion, 362½, 7s. 4d.; stores on hand, 999½, 14s. 3d.; cash value of supplies on hand, June 30, 1871, 12,018½, 7s. 7d.; cost of hauling and mining 3375 tons of ore on hand June 30, 1871, 6750½. The result, on the whole, is a net balance of profit on the workings at the mines of 30,294½, 9s. 7d. South Aurora, 2½ to 2½; the directors' report states that the ore treated during the year produced 2994,791 bullion. In the month of August the manager reported a serious falling off in the produce of the mine, and a contract was made with the Eberhardt and Aurora to crush 1500 tons of ore, and the profit on this work was 1922½. The directors draw attention to the difficulty and expense of obtaining water, and suggest the purchase of the works of the White Pine Water Company, which are open for sale, though they observe that the present position of the mine may not seem to warrant the consideration of any acquisition of property. Utah shares declined to par, but leave off better, at 10½ to 11. A favourable telegram has been received. The mine is opening rich. Don Pedro, 2½ to 2½ prem.; Frontino and Bolivia, ¼ to ½; St. John del Rey, 31 to 33; Cape Copper, 7 to 8 prem.; Sierra Buttes, 4 to 4½; Chontales, 2 to 2½; Sweetland Creek, 3½ to 3½; Eclipse, par to ½ prem.; a telegram has been received to the effect that the insufficiency of water has been obviated, and the stamping is progressing satisfactorily. Thornhill Reef, 32s. 6d. to 35s.

The Market for Mine Shares on the Stock Exchange during the week has been rather active, and the fluctuations have in several instances been of considerable dimensions. Eberhardt shares, after declining to 15, have risen to 18½, 19, and close at the highest price of the week. Utah shares have

will be running in a few days, which is expected to give a gross return of 10,000 of metal monthly. The mines are opening out rich, and the supply of ore would appear to be almost inexhaustible. Mineral Hill debentures are about par. The 15-stamp mill is, it is said, turning out about 8000 gross yield per day. Camp Floyd, 2½ to 2½ prem.; the shares in this promising company were yesterday allotted. Recent advices are confirmatory of the statement as to the value of the lode, which is said to be worth 60000 per fathom for the width of the lode. This mine is likely to attract great notice. Birdseye Creek shares have risen par to ½ prem. In about a month, when the rains commence, the company will be in full operation, and profits again coming forward. Sweetland Creek shares are less firm, at ¾ to ¾. Sierra Buttes shares have risen to ¾, ¾. Pacific, ¾ to ¾; the agent reports that the returns are being gradually increased, while the ore is richer as the developments are being made. The particulars appear in another column. South Aurora shares have improved to 2½. Colorado Terrible, ¾ to 5; Silver Plume, 2½ to 3; Richmond Consolidated, ¾ to 1 prem. In Brazilian Mines the movement has been unimportant. Don Pedro, 2½ to 2½ prem. St. John del Rey, 32 to 33.

In lead mines, Vans are quoted 52 to 54; in sinking a winze from the 15 to the 30 in the eastern part of the mine a great outburst of gas and water has been met with, which the agent considers a good indication as coming from a great mass of metal below. The lode in the 45, or bottom levels, maintain its value, being worth 15 tons of lead ore per cubic fathom. Tankerville shares have improved to 17½; the bottom of the mine is reported as being richer than ever, and the returns, it is said, will shortly be increased. Pennerley, 3½ to 3½; the lode in the winze sinking below the 40, on Warm Water lode, is worth over 5 tons per fathom, and the mine is opening up well. East Van, 9 to 9½; at the meeting, held on Thursday last, the agent, Capt. Williams, was in attendance, and gave a very full description of the mine and its prospects, which appear in our today's issue. Bog, 2½ to 2½; good progress is being made in draining the mine below the 80. Great Lacey, 14½ to 15½. Perkins Beach, 1½ to 1½; the western pump lode is reported as considerably improved. Roman Gravel, 18½ to 18½; the reports from the mine continue of a favourable character. West Chiverton shares have improved to 17, 18. In tin mines, Bullers have improved to 38, buyers; Tineroff, 52 to 54; Great Vor, 9½ to 9½; Carn Brea, 145 to 150; New Lovell, 2½ to 3. The closing quotations are subjoined:—East Caradon, 4½ to 5; East Lovell, 13 to 14; Marke Valley, 4½ to 5; Almada and Tinto, ¾ to 1; Cape Copper, 7 to 7½ prem.; Chontales Consolidated, 1½ to 2; United Mexican, 3½ to 3½.

Messrs. C. Devaux and Co. are authorised to receive subscriptions for 25,000 (preferred) A shares, of 10s. each, in the CESENA SULPHUR COMPANY, the remaining 10,000 (deferred) B shares receiving no dividend until 14 per cent. has been paid in respect of each year on the A shares. The object of the company is to purchase very valuable sulphur mines, pits, furnaces, and appliances situated in the Romagna, which, under the most adverse financial circumstances, yielded 3000 tons, 4000 tons, and 6000 tons in the three years ending 1870, and 4634 tons (=8000 tons per annum) in the first seven months of the present year. The properties to be acquired consist of twelve mines, extending over about 4297 acres, situated between 12 and 20 miles of Cesena, in the Province of Forlì, in Italy. Sulphur-bearing strata are believed to extend under all the properties, but, with one exception, none have hitherto been worked to any extent. One mine is estimated to contain 8,202,6000, worth of sulphur. The total costs upon the sulphur, including delivery on the railway, is considerably less than half the selling price. The report of Mr. G. A. Barkley is very favourable—the get can as readily be increased to 150,000 tons per annum as if it were a colliery. The purchase money is 218,0000, in cash, and 100,0000, in deferred B shares. The prospectus will be found in another column.

The SOCIETE FRANCAISE DES ASPHALTES, the prospectus of which will be found in another column, has been formed with a capital of 80,0000, in shares of 10s. each, to purchase, for 55,0000, the Asphalte Mines of Garde Bois in the Commune of Lovagny, Department of Aube (Haute Savoie), and the possession of the mines, works, buildings, business, and goodwill, stock-in-trade, plant, machinery, materials, and movable effects of the Société Française des Asphaltes of Paris, to acquire and take over all existing contracts and engagements entered into by and with the société, and with René Joly and other parties for the sale and purchase of the produce of the said mines, and to work the mines. The company will also acquire the asphalt mine mine of St. Jean de Maréjols, Gard, and from time to time acquire other similar mines. The asphalt has been successfully laid at Paris, Orleans, Lille, and Marseilles, and contracts have been entered into for other places, including London. The moderate terms of purchase, the convenience for transit, the fact that the works are in going order, and that the skilled staff of workmen will be taken over, induce the confident expectation that the company will be able to execute every kind of asphalt paving at prices less than those charged by any existing company.

The NANT-Y-BLAIDD SILVER-LEAD MINE has been formed, with a capital of 20,0000, in shares of 2s. each, for working a property in Montgomeryshire, in close proximity to the celebrated Old Llan-gynog, which has returned nearly 400,0000, to the mine lord in the shape of royalties, and nearly 5,000,000, to the shareholders. The purchase money is fixed at 16,0000, of which 20000 is to be in cash, and the remainder in fully-paid shares. It is believed that as soon as the machinery is erected large returns will be made. The abridged prospectus will be found in another column.

Messrs. F. Everett and Co. are inviting subscriptions for 20,0000, 8 per cent. first mortgage debenture bonds of the BRITON FERRY COLLIERIES COMPANY. The capital of the company consists of 60,000 shares of 5s. each, and, by way of bonus, the subscribers to each 1000, bond are to receive four of these 5s. shares, fully paid, if the full amount of each bond be paid in advance. It is mentioned that the proceeds of the mortgage bonds not being required (as is too frequently the case) to pay off any existing debts or liabilities will, under careful supervision, be expended in increasing the productive-ness of the collieries. It is explained, moreover, that the supply of coal is practically inexhaustible, the demand constant and increasing, and that the machinery and plant already provided are sufficient for all purposes. The area of the collieries is about 450 acres, estimated to contain 30,000,000 tons of coal; the situation is good, being in close proximity to the harbour and floating docks of Briton Ferry, with which they are connected by the company's tramways, and the property is held on lease for 60 years upon favourable terms. The purchase money is 45,0000, all of which is payable in the ordinary deferred shares of the company.—Mr. H. Huxham, secretary to the South Wales Institute of Engineers, reports that the collieries are fully capable of yielding a profitable output of from 300 to 350 tons of coal per diem by a moderate expenditure; he feels justified in recommending the collieries as a safe investment.—Mr. J. G. Parker, M.E., draws particular attention in his report to the important fact that seven seams of coal have been cut and proved, which render the collieries free from all speculative risk.

The BUDNICK CONSOLS TIN MINING COMPANY has been reconstituted as a limited company, with a capital of 12,0000, in shares of 1s. each, for the purpose of more extensively developing the sett, which is considered to be in one of the richest mineral districts of Cornwall, and is traversed by two masterly lodes, embedded in a beautiful white elvan course, from 25 to 30 fms. wide, and running the entire length of the sett. No purchase money is payable, and the shares representing the new capital are thus appropriated:—To the existing adventurers 6000 (credited 17s. 6d. paid, being the amount they have actually paid in calls) will be allotted, whilst the remaining 6000 will be issued to the public to raise 60000, which will be applied solely as working capital. The mine is sunk to the 60 fathom level below adit, and it is now proposed to erect a 50 or 60 in. cylinder steam-engine on the eastern part of the sett to drain the mine to the bottom, and, when so drained and in full working order, it is calculated on the best authority that from 25 to 30 tons of tin will be sold monthly. Captain John Hosking reports that levels on the course of the lodes, both east and west of the cross-cut adit level, have been extended for nearly the whole length of the grant, which laid open an immense quantity of tin ground, a large portion of which

he understands remains intact, and no doubt will pay exceedingly well to be taken away at the present price of tin. Captains James Juleff, John Rawlings, P. Floyd, and Richard Hill also report very favourably upon the prospects of the enterprise. Capt. W. Pascoe, after a careful examination of the sett, concludes an encouraging report by pronouncing it "a very desirable property, and well deserving a vigorous prosecution." The prospectus of the company will be found in another column.

The MINERAL HILL SILVER MINES COMPANY announces the receipt, per steamer City of New York from New York, of ten bars silver, value \$13,944. The shares of the company are quoted 18 to 18½ per share.

The NORTH KINGSTON MINING COMPANY, with a capital of 21,0000, in shares of 1s. each, has been formed to purchase for 90000 (of which 20000 is to be paid in cash, and the remainder in fully-paid shares) the mine of the same name, situated at Stoke Climsland. The property is ½ mile from east to west, and 1 mile from north to south, and is held for 20 years, at 1-15th royalty. A sample from the lead lode intersected in the adit proved, on assay, to be worth 72½ per cent. for lead, and 49 ozs. of silver per ton; and a sample from the copper lodes, also in the adit, assayed 8½ per cent. for copper, and 42 ozs. of silver per ton. The gossan and flookan contains from 5 ozs. to 9 ozs. of silver per ton. Capt. John Simmons, the agent for the Duchy, considers it an investment for capital with great probability of profitable results; and is rather surprised at the piece of ground having been left so long unexplored. Capt. J. Richards, of Colcharton, "firmly believes that all who invest their capital in it will be amply rewarded;" and the reports of Capt. Thomas Odgers, R. Toye, W. Knott, and others are equally encouraging.

At Blacen Caelan Mine meeting, yesterday, a dividend of 10000 (1s. per share) was declared. The retiring directors were re-elected. [The report of the agents is among the Mining Correspondence.]

At the Tin Valley Mine meeting, on Wednesday, Capt. R. Southey reported that the very important work of communicating with the old levels has at length been completed. The mine there is little doubt will soon be in a paying condition, no call being required at this meeting. The accounts showed a credit balance of 3597. 8s. 6d.

At New Wheel Lovell Mine meeting, on Oct. 19, the accounts for the four months ending July showed a balance of loss of 1841. 11s. 6d., and a total debit balance of 4111. 5s. 11d. A call of 2s. per share was made. A committee was appointed, to consist of the following shareholders:—Mr. Batters, Mr. Hill, Mr. Toy, Capt. Daniel, Mr. Guerra, Mr. Harvey, Mr. Williams, Mr. R. H. Cade, and the Parser. Mr. Henderson was appointed dialector of the mine at a salary of one guinea per month. Capt. Joseph Prieke, in concluding his report, says:—"It will be seen from the report that our ends are not rich at present, but taking into consideration the numerous points of operation, the profitable ground driven and sunk through during the last four months, together with the very important improvement in Kendall's shaft, I consider the prospects to be much better now than they were at the last meeting. The number of hands employed are:—Tutwork, 55 men; tribute, 20; timber and pitmen, 2; carpenters and sawyers, 3; smiths, 3; landers and fillers, 4; spallers, 4; general surface work, 3; at stamps, 1 man, 14 boys, and 16 girls.—Total, 126 hands."

At the Mold Mining Company meeting, at Chester, a lengthened and interesting report from the agents was submitted, and will be found, with the details of the proceedings, in another column.

At Florence Tin Mine Company meeting, on Thursday (Mr. John Moxhill in the chair), the report of Capt. John Hosking was read and adopted. He stated that the deeper they go the richer the lodes appear to be, which is a great feature to be observed with respect to future prospects, as from such very favourable indications they may with confidence calculate on having a lasting and very profitable mine.

At the Sierra Buttes Gold Mining Company meeting, on Thursday (Mr. Price in the chair), the resolution passed on Sept. 28 was unanimously confirmed—that the regulations of the company be altered by expunging clause 152 of the Articles of Association.

The letters of allotment of shares in the Camp Floyd Silver Mining (Limited) were posted on Thursday.

The shares of the South Aurora Silver Mining Company are 2½ to 2½ per share.

The shares of the Mineral Hill Silver Mines Company are 18 to 18½ per share.

Mexican Railway scrip closed at 3 to 2 dis., and the fully-paid bonds 67 to 68.

The shares of the Javali Company (Limited) have been further dealt in this week, at from 11s. to 16s. per 2s. share.

"BACK COSTS."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am glad to observe that the practice which has so long prevailed at some of our mine meetings (and which has for several years been so ably exposed in your City Article) of crediting sales of ore close up to the meetings, and of keeping costs back that dividends may be paid, is beginning to make a stir in the county of Cornwall, where it is mostly practised by speculators to the injury of the true interests of mining. For, depend upon it, mining will never cease to be looked upon except with suspicion until a better system of accounts is brought forward. I have a very lively recollection that some years ago I bought shares in Wendron Consols, and for a time received large dividends; but when rich lodes failed, and the company wound-up, it took calls of 16s. per share to pay back debts, and I have ever since eschewed all mines that keep "back costs."

A. R.

[For remainder of Original Correspondence see this day's Supplement.]

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

NANTY BLAIDD.—Capt. S. E. Martin, of the Cwmorrog Silver-Lead Mine, has inspected this mine during the last few days, and reports as follows:—"I am very much pleased with the appearance of the mine. The improvement in the lode is very great from the time I saw it before. The lode in the deep adit is from 4 to 5 ft. wide, strongly spotted with mangle, copper, and lead ore, with every indication of an improvement taking place as the driving on the lode is being continued. The lode in the Dingle is large, and of a most promising character; in this level there is a branch of solid lead ore for about 2 fms. in length, and it still continues in the forebore of the end. I have no doubt this will prove a good and lasting mine."

BUDNICK CONSOLS.—The bottom level is 60 fms. below adit, and very little ground has been taken away below the 40 fm. level. After paying large dividends the mine was abandoned, when tin was about 45s. per ton. In some of the bunches discovered as much as 50,0000 of tin was taken away. The present workings in the back of the adit are yielding about a ton of tin every month, and there are strong indications of a bunch being near at hand in one of the levels there.

NEW WHEEL CHARLOTTE.—In driving south from the bottom of the engine shaft the lode is believed to be very near; large quantities of water are issuing from it. In the 30 cross-cut north torrents of water are also rushing out, and showing every indication of cutting the lode hourly. It is the opinion of the agents that a rich lode will be found. Malleable copper has been found in the cross-cut.

HOBB'S HILL.—The elvan has much improved in the bottom stopes; the north lode is large, but rather coarse. The stuff at the stamps has very much improved during the week. This mine is now about paying cost, and the shareholders would determine to work it in a more vigorous manner it would soon become a very remunerative property.

NEW BELDON.—Now that the adit level at Beldon has been communicated with the sump-shaft, one of the oldest mining engineers in the district writes:—"I have not the slightest doubt that in a few months' time we shall have a respectable show of profits, the more certain because extensive openings may be made, and workings carried on without the aid of steam, or any machinery of an expensive character. At Reading Burn, some favourable symptoms are appearing, and I believe in following the veins westward we shall not only have improvements in them, but come in contact with rich feelers from other veins and strings, known to run or have a course inclining to those in progress."

NEW HENDRA (Tin).—The tin lode discovered in the deep adit, driving east on the Great Wheel Vor lode, still continues to produce fine stones of ore of a very rich quality. Shares have changed hands during the week at 15s. per share, and we hear that several local men are buying, the cost of working being easy, and the prospects good.

WATSON BROTHERS,

MINING AGENTS, STOCK AND SHAREDEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

SATURDAY.—Market quiet. New Rosewater, Tankerville, Great Lacey, Great North Lacey, East Soton, and East Basset chiefly in demand. New Rosewater, 65 to 75; Tankerville, 16½ to 17; Great Lacey, 14½ to 15½; East Soton, 35s. to 40s.; East Soton, 30s. to 35s.; East Basset, 10½ to 11½; East Lovell, 16 to 16½; South Roscar, 22 to 24; South Condurrow, 9½ to 10½; South Roman Gravel, 24s. to 26s.; Van, 60 to 52½; Buller, 25 to 30; Granville, 9 to 9½; Uny, 8½ to 8½; Utah, 10½ to 11½; Eberhardt, 15 to 16; Chontales, 2½ to 2½.

MONDAY.—The principal dealings to-day have been in Carn Brea, Uny, Tineroff, Great North Lacey, West Basset, Tankerville, and New Lovell. Carn Brea, 145 to 150; Uny, 8½ to 9½; Tineroff, 52 to 54; Great North Lacey, 35s. to 40s.; West Basset, 10½ to 11½; Tankerville, 16½ to 17; New Lovell, 2½ to 3; Dalecoath, 20s. to 21s.; East Basset, 11 to 12; East Van, 9 to 9½; Great Vor, 9 to 9½; North Croft, 1½ to 2½; Pynllimmon, 2 to 3; South Frances, 65 to 70; West Chiverton, 17 to 18; West Frances, 25 to 30 (per 2018th); Basset, 35 to 40; Granville, 9½ to 9½; Pacific, 4½ to 4½; Utah, 11 to 12; South Aurora, 2½ to 2½.

TUESDAY.—Market dull, and prices merely nominal. Carn Brea, 145 to 150; Devon Consols, 100 to 105; East Lovell, 13½ to 14½; Great Lacey, 15 to 16½;

Great North Lacey, 32s. 6d. to 37s. 6d.; South Condurrow, 9 to 9½; Tineroff, 54 to 56; Pynllimmon, 2 to 2½; Eberhardt, 17½ to 18½; Chontales, 2½ to 2½. WEDNESDAY.—Market again inactive. Dealers busy with the settlement. Grenville, 9 to 9½; Great North Lacey, 30s. to 35s.; Great Lacey, 14½ to 15½; New Lovell, 2½ to 2½; South Roman Gravel, 22s. 6d. to 25s.; East Soton, 25s. to 30s.; Great Vor, 9 to 9½; North Roscar, 22 to 24; Tankerville, 16½ to 17½; West Chiverton, 17 to 18; Buller, 25 to 28; Roman Gravel, 18 to 18½; Uny, 9 to 9½; Utah, 10 to 10½; Pacific, 4½ to 4½.

THURSDAY.—There has been a good demand to-day for Grenville, Buller, West Caradon, Utah, Uny, Tankerville, Great Lacey, and East Basset, at an advance. South Aurora, Eberhardt, and East Van weaker; Grenville, 9 to 9½; Buller, 31 to 33; West Caradon, 25s. to 28s.; Utah, 10½ to 11½; Uny, 9½ to 10; Tankerville, 17 to 18; Great Lacey, 14½ to 15½; East Basset, 10½ to 11½; South Aurora, 30s. to 35s.; Eberhardt, 18 to 18½; East Van, 9 to 9½; Cook's Kitchen, 33 to 35; Great North Lacey, 32s. to 34s.; Great Vor, 9 to 9½; Pennerley, 3½ to 3½; South Condurrow, 9 to 9½; South Frances, 61 to 66; West Chiverton, 17 to 18; West Frances, 25 to 27 (per 2018th); Chontales, 2 to 2½; Pacific, 4½ to 4½. FRIDAY.—Market very quiet. Buller, Eberhardt, West Caradon, and Prince of Wales chiefly dealt in. Buller, 35 to 40; Eberhardt, 17½ to 18½; West Caradon, 25s. to 28s.; Prince of Wales, 20s. to 22s. 6d.; Great North Lacey, 32s. 6d. to 35s.; East Lovell, 13 to 14; Devon Consols, 100 to 105; South Condurrow, 9 to 9½; Granville, 9 to 9½; Utah, 10½ to 11; Chontales, 2 to 2½.

SIR RODERICK MURCHISON'S FUNERAL.—The mortal remains of this distinguished man were interred yesterday, at Brompton Cemetery, in a tomb by the side of his wife. Notwithstanding the arrangements were understood to indicate that the ceremonial would be a private one, yet it may be said to have assumed the appearance of a public tribute to the departed. By the Queen's command one of the Royal carriages in state liveries joined in the melancholy procession, as did also one of the Prince of Wales's carriages. The Prime Minister, the Right Hon. W. E. Gladstone, also testified by his presence his opinion of the deceased's merits and services. Among the relatives who attended were Mr. Kenneth Murchison, Mr. J. H. Murchison, and his brother, Dr. Charles Murchison. There were also present Sir Henry Rawlinson, K.C.B., Prof. Huxley, Prof. Geiko, John Murray, Esq., &c.

ZINC AND LEAD ORES.

I AM PAYING as follows:—

BLLENDE.—135s. for 61 units of zinc, deducting 3s. 5d. per unit below.

CALAMINE.—10s. more than for blende.

LEAD-SILVER ORES.—215s. for 85 units of lead, deducting 3s. 3d. per unit below, all the silver being paid extra 5s. per ounce Troy.

ZINC AND LEAD ORES MIXED TOGETHER.—Very high prices.

The above prices are fixed for a ton (20 cwt.) of ore, f.o.b. at Antwerp. I BUY any quantities, however large, contracting for as many years as is desired. Particulars by letter.

ARMAND FALLIZE, Ingénieur, à Liège (Belgium).

TO RAILWAY COMPANIES, AND CONTRACTORS.

THE NORTH LONDON RAILWAY COMPANY have SEVERAL RAILWAY CARRIAGES ON SALE, suitable for BRANCH LINE TRAFFIC.

For particulars, apply to the Locomotive Superintendent, at the Company's Engine Works, Bow-road, London, E.

Euston Station, London, N.W., 25th October, 1871.

THE DIRECTORS OF THE GREAT FRON FOWNOG CONSOLIDATED LEAD MINING COMPANY (LIMITED) require about FIFTY FATHOMS of 24 in. PUMPS, with working barrel, clack boxes, wind-bore, &c.; also about SIX SETS of SPEAR PLATES for 17 in. Parties wishing to tender for the same, either new or second-hand, may obtain all information by applying to WILLIAM C. PAGAN, Engineer, 23, South Castle-street, Liverpool.

WANTED, an energetic MANAGER for a SLATE QUARRY in WALES. Besides a knowledge of quarrying, he must be accustomed to control workmen and handle contractors' plant and appliances. One who has been bred a mechanic preferred. Apply, giving full particulars of past career, with references, to Mr. HENRY GREENWOOD, Advertising Agent, Liverpool.

TO CAPITALISTS.

WANTED, TEN THOUSAND POUNDS, to be invested in the EXTENSION AND DEVELOPMENT of a NORTH STAFFORDSHIRE COLLIERY, in regular working. Arrangements can be made for a loan or partnership. A sound and lucrative undertaking and investment. Apply to Messrs. WHYTE, COLLISON, and FRICHARD, Solicitors, 27, Bedford Row, London, W.C.

WANTED, a MANAGER for a COLLIERY in the MIDLANDS, where a large quantity of coal is being raised. He must be well educated, and possess the requisite qualifications to enable him to take the entire management. He would have an efficient office staff under him, as well as properly qualified men to superintend the surface and underground workings. None need apply whose character will not bear the strictest investigation. Address, "X 40," MINING JOURNAL Office, 26, Fleet-street, London.

TO MINERS.

WANTED, SEVERAL GOOD MINERS.—All contract or network, and liberal prices given to earn good wages. Substist will be advanced on account in the middle of each month. Apply to Capt. JOHN CORNISH, Frank Mills Mine, Christow, near Exeter.

LEAD MINING AGENT WANTED, who has a thorough knowledge of UNDERGROUND OPERATIONS, and can SUPERINTEND the DRESSING AND SURFACE WORK. One experienced in pumping machinery preferred. Address, "B. B.," care of Messrs. J. ROBINSON, Bigg Market, Newcastle, stating salary required, with testimonials.

A GENTLEMAN is DESIROUS of DISPOSING, upon very reasonable terms, PART of his INTEREST in a good LEAD MINE in the NORTH OF ENGLAND. Satisfactory reasons can be given for so doing. This is a bona fide investment. Address, "A. B. C.," MINING JOURNAL Office, 26, Fleet-street, London.

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Messrs. GEO. S. SMITH and Co., of Gresham-house, beg to notify that they have this day removed their offices to Scott's-chambers, 21, 25, and 26, Pudding-lane, E.C., where their large and experienced staff are always ready to prepare the transmission of Prospectuses, Circulars, or Postage Cards to the extent of 100,000 per day.

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LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 3—Shallie	30	£17 7 0 Mining Co. of Ireland.
23—East Loggias	15	11 0 0	..... Barry Port Company.
—Gloglach	40	16 0 0	..... Stock and Co.
—Cwm-y-twith	50	11 5 6	..... Adam Eytton.
24—Foxdale	100	20 12 6	..... Panther Lead Co.
25—Dyffide	58	11 1 6	..... Adam Eytton.
26—Trelawny	25	21 3 6	..... Stock and Co.

BLLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 24—Billicorkish	2½	£2 13 0	.....

BLACK TIN.

Date.	Mines.	Tons.	q. lb.	Price p. ton.	Amount.	Purchasers.
Oct. 21—Peden-an-drea	8	14	1 10	£531 0 0	..... J. B. Discoe.
26—Great Vor	22	17	2 0	.....	2007 1 (=)

THE BRAGANZA GOLD MINING COMPANY (LIMITED).

Capital, £50,000, in 50,000 shares of £1 each.

Messrs. GRO. BURNARD AND CO., 69, Lombard-street, E.C., are authorised to RECEIVE SUBSCRIPTIONS for 14,000 UNALLOTTED SHARES of this company.

Deposit, 2s. 6d. per share on application, and 2s. 6d. on allotment; the balance to be called up as required, but calls not to be made at intervals of less than three months.

Reports and full particulars, with forms of application for shares, can be had at the brokers, bankers, and at the office of the company.

By order, WM. EDWARDS, Secretary.
4, Coleman-street-buildings, Moorgate-street, London, E.C.

NANT-Y-BLAIDD SILVER-LEAD MINE (LIMITED).

ISSUE OF THE REMAINING 200 SHARES.

Capital, £20,000, in 10,000 shares.

£1 on application, and £1 on allotment. On payment of the £2 share certificate or warrants to bearer will be issued at the option of the subscriber.

BANKERS—THE LONDON AND WESTMINSTER, Lothbury, E.C.
OFFICES—34, WALBROOK, E.C.

The main lode having been cut, the directors entered into a contract for the erection of the necessary machinery for dressing the ore, and now offer the remaining shares to the public.

The agent at the mine writes, on the 16th October, 1871, that the main lode had been cut, and "that it is a beautiful lode." On the 19th of October he further writes:—"I am very proud to be able to tell you that we have a splendid lode making in the shallow adit. We have now a beautiful branch of lead in the centre of the lode, nearly solid ore."

Prospectuses, forms of application, and all information can be obtained at the offices of the company. T. B. COSTELLO, Chairman.

THE NEW HINGSTON TIN MINING COMPANY (LIMITED).

Near CALLINGTON, CORNWALL.

Applications for the unallotted shares in this company should be made without delay.

For prospectuses and reports, apply to the Secretary—
3, Crown-chambers, Threadneedle-street, E.C. MR. GEORGE MADGE.

NORTH KINGSTON MINING COMPANY (LIMITED).

STOKE CLIMSLAND, CORNWALL.

In 21,000 Shares of £1 each,

Of which 11,000 are offered for subscription, on the following terms, viz.:—
5s. on application, and 5s. on allotment. The remaining 10s. per share to be called up, if required, in two equal instalments of 5s. each, at intervals of three months.

To be incorporated under the Companies Acts of 1862 and 1867.

DIRECTORS.

J. STRATTEN THOMPSON, Esq., Stock Exchange, London.
GEORGE FREDERICK CORNELIUS, Esq., Merton Abbey Copper Mills, Merton, Surrey. (With power to add.)

BANKERS—THE ALLIANCE BANK.

SECRETARY—JOHN WRIGHT, Esq., 12, Copthall-court, Throgmorton-street, London, E.C.

PROSPECTUS.

This company has been formed to purchase the mineral property known as North Kingston Mine, with plant, &c.

This extensive property, about three quarters of a mile from east to west, and one mile from north to south, is held under lease for 20 years, from September, 1871, at a royalty of 1-15th, from the Duchy of Cornwall, and situated in the parish of Stoke Climsland, near to Callington, Cornwall, and is in the run of the rich lodes known to exist in that district for silver lead and copper ores, also in close proximity to New Great Consols, recently proved to be rich for tin, with reserves valued at over £200,000.

Extracts from reports of several agents will show the high opinion they have of the property.

The present proprietors, who have been working the mine for two years, have driven through four rich and well-defined lodes by means of an adit, and are now sinking a shaft which is calculated to meet with these lodes at a depth of 30 fathoms. Two lodes intersected are north and south lodes, and two east and west, and judging from the underlie they are certain to form a junction at a depth of (say) 30 fathoms; the shaft is now down 13 fathoms, and every advantage is taken of the present dry weather to sink the shaft to get under the ore ground known to exist there as quickly as possible.

A sample taken from the lead lode, intersected in the adit, proved on assay to be worth 72½ per cent. of lead, and 49 ozs. of silver, and a sample taken from the copper lode, also in the adit, assayed 8½ per cent. for copper, and 42 ozs. of silver per ton. The gossan and flocon contains from 5 to 9 ozs. of silver.

Communication has already been effected between the adit level (12 fathoms deep) and the shaft, and immediately behind the shaft, in the adit level, a new lode has been met with, showing every indication favourable for the production of rich mineral, yielding silver-lead ore in considerable quantities, also rich black oxide of copper ore.

Captain Johns, late of West Caradon, who inspected the mine in October last, says:—"Four lodes have been discovered, two running east and west, and two north and south; these lodes were first shown in cotean pits, with good appearance, and to prove them deeper an adit level has been taken up to the western part of the site, and driven east in the rise of the hill about 20 fathoms, and in this drive the two lodes were intersected, one north and south, the other east and west, and, although at such a shallow depth, only 9 feet from surface they are presenting everything that can be desired for the production of something good when developed at a reasonable depth; the lodes are of a masterly size, consisting of a beautiful quartz, fine looking gossan, mixed with rich spots of silver, lead, and copper ore."

A contract has been entered into between Charles George Gibson, of Plymouth, as vendor, and John Wright, of Copthall-court, Throgmorton-street, London, as trustee for the company, dated the 30th day of August, 1871, for the purchase of the lease, plant, &c., for the sum of £200 cash, and 7000 fully-paid shares.

The Memorandum and Articles of Association can be seen at the offices of the company, also the copy of the Agreement.

EXTRACTS FROM REPORTS GIVEN AT VARIOUS TIMES ON THE PROPERTY.

JOHN SIMMONS, agent for the Duchy of Cornwall, says:—"I should consider it an investment for capital, with great probability of obtaining profitable results, and am rather surprised at this piece of ground having been left so long unexplored."

JAMES RICHARDS, Colebarton Mine, says:—"I strongly advise this mine to be put into spirited working without delay, when I firmly believe that all who invest their capital in it will be amply rewarded."

THOMAS ODGERS, Holmbush, says:—"Capt. Richards, with myself, suggests that six men should be put to work to commence with, which will open up such ore ground that will enable us to meet part of the cash before the engine is erected, and I have no doubt, from the information given me by miners who last worked in the mine, we may look forward to a gulf of ore in the bottom of the trial shaft, and judging from the great mass of gossan in the back of the lodes, this property has been developed to become as rich a piece of mining ground as any worked in the district."

ROBERT TOYE, of Whitechurch, February, 1871.—"There is a shallow adit level commenced at the foot of the hill. A few fathoms from the north of this drive there is cut a large good north and south lode, bearing very rich lead and silver; the gossan on the back of this lode is 18 ft. wide. About 20 fms. from this point east there is another north and south lode intersected, 4 ft. wide, all flocon; and still a few fathoms further east another flocon is cut, crossing the copper lode, and producing 9 ozs. of silver to the ton of stuff. This I think is a very important feature for good results hereafter. The end further east from this point is about 11 or 12 fms., where they are now cutting through the copper lode (north), which is cut into 12 ft., of the most splendid description. I beg to conclude by saying, as a thorough practical miner, I never saw a more promising mine for good results, both for silver, lead, and copper. There are other good lodes held in reserve. I consider this mine a good investment."

Capt. W. KNOTT, of Queen Mine.—"I tested the gossan you left with me for silver, and find it contains 7½ ozs. of silver to the ton. I have no doubt but that the blue flocon, on the north and south lodes, contains more silver than the gossan."

Capt. FOOTE, of Treweatha Mine, also bears testimony to the value of the property, and great chances of profitable results in depth.

Capt. KNOTT, of Queen Mine, says:—"I consider the ground, so far as laid open, far more congenial for silver-lead than copper. There are other lodes in the sett which may be held in reserve."

COPY OF ASSAY OF PROF. WHITE, FROM SAMPLE OF LEAD ORE IN ADIT.

Lead 72½ per cent. | Silver 49 ozs. per ton.

COPY OF ASSAY OF JAMES HARVEY, ESQ., OF TAYSTOCK, FROM SAMPLE OF COPPER ORE IN ADIT.

Copper 8½ per cent. | Silver .. 42 ozs. per ton of ore.

Capt. MINERS, late of Clifford Amalgamated Mines, and Capt. HANCOCK, of Old Treburt, have recently inspected North Kingston Mine, and fully confirm all previous reports.

For other details or prospectuses apply at the offices of the company.

Applications for shares to be forwarded to the secretary or to the bankers of the company.

*This lode has been opened on 5 fathoms, and proved to be worth nearly 1 ton of rich ore per fathom for the length of the drive, and is now 2 feet wide, composed of silver-lead ore, also nickel, cobalt, and zinc.

BRITISH, COLONIAL, AND FOREIGN PATENTS, REGISTRATION OF DESIGNS, COPYRIGHTS, TECHNICAL TRANSLATIONS, DRAWINGS, &c.

MICHAEL HENRY
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THE COAL FIELDS AND COAL TRADE OF THE ISLAND OF CAPE BRETON.

By RICHARD BROWN, F.G.S., &c.,

Author of a "History of the Island of Cape Breton."

With MAPS and ILLUSTRATIONS: 1 vol., 8vo, price 7s. 6d.
London: SAMFSON LOW, MARSTON LOW, and SEARLE, Crown-buildings, 188, Fleet-street.

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An additional portion especially adapted for the Legal Profession, containing Forms of Entry for Freehold and Copyhold Property, Leaseholds and Mortgages Held, and Effected, Insurances, Bills and Promissory Notes, Money Advanced or Borrowed.

The object of this Memorandum-book is to enable every investor to keep a systematic record, producible in a Court of Law, of every investment transaction entered into. No such record was in existence previous to the first edition. London: EFFINGHAM WILSON, Publisher, Royal Exchange.
BERNARD CRACROFT, Sworn Broker, 4, Austinfriars, E.C.

Notices to Correspondents.

*Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

PAYMENT OF TRIBUTERS.—"R. S." (Coniston).—If 39 tons 7 cwt. 1 qr. of ore contain 2:53 tons of fine copper, the produce of the ore is not 6, but very nearly 6½. If the mixed parcel assayed 6, the produce for the several tributaries' lots are too high. The question seems to be—How was the produce of the mixed parcel ascertained?

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

SCALE FOR ADVERTISEMENTS.—Our charge for general advertisements is—for six lines and under, 4s.; per line afterwards, 8d. Average, 12 words per line.

*With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Dynamite, and Blasting-Powder (J. Darlington); Commissioners' Report on our Coal Supply: Explosions of Fire-Damp in Coal Pits; South African Diamond Fields (R. Vause); With what are the Strata about Productive Copper Lodes Mineralised (R. Williams); Resources of India, Wurrora Coal (A. R. Wragge); Gulch Mining in the Sweetwater Mines, Wyoming, U.S.; American Mining Experts (H. Sewell); Utah Mining Company (H. Altman); Tributaries' Ore; North Hendre Lead Mining Company (U. Bromley); East Llangynog Mine; Wael Vincent (G. Pengilly)—Treatment of Cupreous Pyrites—Meeting of the South Wales Institute of Engineers—Special Metallurgical Processes. Excursions of the Iron and Steel Institute—Meetings of the Eberhardt and Aurora, South Aurora, South Phoenix, Herodsfoot, Wheel Jane, and South Carn Brea Mining Companies—History of the Barra Barra Mine—Foreign Mining and Metallurgy—Sales of Copper Ores—Extracts from the Reports of the Government Inspectors of Coal Mines—The Coal Commission—Foreign Mines Reports—Patent Matters, &c.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, OCTOBER 28, 1871.

BRITISH RAILWAY IRON IN INDIA.

The exports of our railway iron to British India this year do not present any improvement thus far. A comparison of the first nine months of the last three years comes out as follows:—

Month.	1869.	1870.	1871.
January	1,672	21,070	4,455
February	6,036	19,890	6,301
March	4,210	16,735	8,425
April	6,517	15,986	7,490
May	11,727	13,411	3,362
June	7,067	15,472	1,732
July	8,833	11,000	889
August	12,284	9,234	1,578
September	7,564	9,380	1,495
Total	65,880	132,187	30,828

Matters thus moved on in September almost as badly as ever, and there seems now no chance of the great decrease which has accumulated against this year being made good. The traffic of the most important of the guaranteed systems—the East Indian—also continues greatly depressed, and dismal accounts have come in from various quarters as to the damage done by floods. So far everything looks badly as regards the progress of railways in India. On the other hand, however, the financial position of the Indian Government is relatively excellent, and there seems no doubt that the State railway department is at last fairly at work as regards the new lines authorised. The Indore line seems to have reached the most advanced stage; tenders for sleepers have been advertised for, and opened during the last few days, and the superintending engineer has also been making enquiries with reference to the proper appliances for workshops, so that Central India is expected to be pierced by a railway before the next monsoon. It would seem that the Indore line is to be carried out departmentally; at any rate, it will be commenced upon that principle. The Rajpootana line, which is to be a contract work, stands next in order of forwardness. Tenders were received last month for the line from Agra to Sambhur Junction station, a distance of 185 miles, with a probable extension to Ajmere and the Salt Lake of Sambhur. The next in order would have been a line to Hyderabad from the Great Indian Peninsula Railway a little beyond Gulbarga, but the apparent desire of the Government of India to force a broad-gauge line and a circuitous route on the Nizam has wasted much time, and has probably also involved some loss of money, several miles of earthwork having been constructed suitable for the old standard gauge. The question in dispute has now, however, been settled, and Sir SALAR JUNG, the Prime Minister of the Nizam, will have what he has all along contended for. Captain PEMBERTON, R.E., who has gone over to take charge of the works, will have to revise the estimates in accordance with specifications for a metre-gauge line. The estimates of the Northern State Railway are also to be revised, as the line is to be carried out on the metre-gauge. The Indus Valley line is expected to run on the left bank from Mooltan to Roree; at Roree, the river will probably be crossed, and the line will be continued down the right bank to Kotree. One more Indian State Railway is on hand; this is the Carwar and Dharwar line intended someday to be developed into the South Mahratta system, with extensions to Bangalore on the south-east and towards the Nizam's dominions, by Bellary, on the north-east. After a good deal of difficult survey work, a route from the coast up to Hooblee and the fertile table land of Dharwar has been all but finally settled by the Bombay Railway secretariat and the chief engineer, Mr. SHAW. The plans and estimates are being examined and revised by the consulting engineer, Mr. FORDE, and there is some possibility of the line being commenced from the port of Carwar during the ensuing cold season. There is some talk of a line to connect the Chanda coal field with the Great Indian Peninsula Railway, but nothing is being done to connect the Bombay, Baroda, and Central India system with Rajpootana.

From these details it will be seen that, although there is a considerable dullness at present in the consumption of railway iron in India, there is a prospect of a substantial improvement taking place next year and in 1873. Of course a great deal depends upon the continuance of tranquillity in India, the progress of the revenue of the Indian Treasury, and the state of the great money markets of the world. But even making allowances for all possible obstacles and drawbacks, it seems certain that the Indian Government will fulfil its pledge to endow India with a good servicable network of State railways. Even if they did not immediately remunerate the capital engaged in their construction, they would obviously strengthen the hold of the English on India, improve the material condition of populations now possessing only imperfect communication with the outer world, and increase, by consequence, the public revenue. It is noticeable that although the guarantee system hitherto adopted with regard to railways in India has involved a rather heavy loss to the Indian Treasury, it has sub-

stantially increased the tax-paying power of the people of India, so that after the lapse of 10 or 12 years the Indian Exchequer finds itself in a better position than it ever before occupied.

PHYSICAL SCIENCE, AND INDUSTRIAL PROGRESS.

The date of the formal inauguration of the NEWCASTLE COLLEGE OF PHYSICAL SCIENCE (which took place on Tuesday) will probably be hereafter referred to as marking the commencement of a new era in the industrial progress of the country; for, if the institution be conducted with the energy and ability which, from a glance at the list of those who have connected themselves with its establishment, may confidently be anticipated for it, there can be no doubt that it will do much to render us independent of foreign science schools for the instruction of our youths who seek for honour in the paths of science in its application to the practical purposes of every-day life. It was but six months since that the Dean of Durham was enabled to make the gratifying announcement that the University was prepared to supply 1000l. per annum, for six years, to promote the establishment of the College, upon the condition that a similar sum, for a like period, should be guaranteed from other sources; which offer was so favourably received that the University willingly undertook to extend the grant so as to make it permanent. To secure the equivalent of the grant from the University a capital sum of 30,000l. was required, and, upon an appeal being made to the public, the whole amount was in a very short time subscribed; and the extent to which the utility of such an establishment was recognised may be judged of by the fact that the College commenced its first session with 50 students—a more successful commencement than has been made by any similar institution to which we can refer.

The judicious selections made in the appointments to the professional chairs—DAVID PAGE for geology, A. HERSCHEL for experimental physics, W. S. ALDIS for mathematics, and A. FREIRE-MARRECO for chemistry—have been already referred to, and from the courses of lectures foreshadowed in the inaugural addresses of each there appears to be no reason to vary the favourable opinion already expressed. The inaugural ceremony, which took place in the theatre of the Philosophical Hall, at Newcastle, was an imposing one, the Mayor and Corporation of the town, as well as representatives of the Dean and Chapter of Durham, and of the University and its affiliated colleges, being present; and the inaugural address delivered by the Dean of Durham (Dr. LAKE), who was wisely chosen by Sir W. G. ARMSTRONG (the President) as the fittest person for the duty, was at once appropriate, witty, and energetic, commanding much richly-merited applause from as intelligent an audience as could anywhere be brought together. He remarked that they were grateful for the attendance of many whose presence was an indication of the interest felt by a large part of the North of England in the undertaking, and he congratulated them that the matter had been so well understood and responded to by those for whom the college was designed, that they were not in the rather awkward position that had been the lot of similar institutions at their commencement of having professors but no pupils. They were able to give their professors plenty of work, and with that work the opportunity, which was all they desired, of showing what their institution could do. The college was still in its very earliest infancy, yet was not that mere protoplasm of which they had heard so much of late, for it had got at least four legs to run upon. He pointed out that what was wanted in all our schools was facilities for "bifurcation." Up to 13 or 14 years of age boys require pretty much the same general education, but they should then be permitted to bifurcate—some keeping to the languages, others going off to schools of natural science, according as a boy's strong propensity or the insight of an able master should direct. He considered the new college would meet what was a decided want.

The proceedings of the inauguration having been concluded by a cordial vote of thanks—proposed by the Duke of Northumberland, and seconded by the Mayor of Newcastle—to the Dean of Durham (who, in acknowledging the compliment, announced that ATKINSON, JEPSON, BROWN, M. W., BARKUS, F., FLINT, and JORCEY were the exhibitors), the company adjourned to a luncheon in celebration of the event, at the Exchange News Rooms, when Earl GREY, in proposing the principal toast, "Success to the College of Physical Science," observed that the young men who would be trained at the college would, no doubt, in after life take an active part in carrying on the shipbuilding, mining, engineering, chemical, and other pursuits which were common in that district; and one could hardly fail to see that to give these young men sound instruction in the principles of physical science was to give a much better chance for the progress of industrial improvement in that district than had ever existed before. A college which was intended to increase the knowledge of the most effective mode of applying the powers of Nature was calculated to improve the condition of everyone, because by the beneficial action of commerce the advantage of improvement in any one branch of production was extended to all. The next toast was "The University of Durham," proposed by the Duke of Northumberland, and responded to by Dr. LAKE, after which Sir HEDWORTH WILLIAMSON proposed "The Coal Trade," which was responded to by Mr. JOHN STRAKER, the Chairman of the coal trade. "Success to the towns of Newcastle and Gateshead" was drunk, which was responded to by the Mayors of those boroughs. Dr. CHADWICK, the Roman Catholic Bishop of Hexham and Newcastle, gave "The Advance and Success of the Manufacturing and Engineering Interests of the North," responded to by Mr. J. C. STEVENSON, M.P. Mr. ISAAC L. BELL proposed "The Advancement of Scientific Agriculture in the North," to which Mr. MATTHEW WHITE RIDLEY, M.P., responded. Mr. HEADLAM, M.P., proposed "The North of England Institute of Mining and Mechanical Engineers," to which Mr. BOYD, the president, responded. Mr. BOYD regretted that they had not been able to hold this meeting in the handsome hall which the mining engineers were erecting to the memory of his revered friend, Mr. NICHOLAS WOOD. "The Learned Societies of Newcastle," "The Medical College," and "The Health of the Professors of the New College" were toasted, and the interesting proceedings concluded with a vote of thanks to Sir WILLIAM ARMSTRONG for presiding.

THE LATE SIR RODERICK MURCHISON, BART.

Amongst the names of the pioneers of geological science that of Sir RODERICK MURCHISON, whose demise, on Oct. 22, at the advanced age of 80, it is now our duty to record, will ever enjoy a prominent and honourable position in every country sufficiently advanced in civilisation to recognise the advantage of scientific culture generally, and appreciate the value of geological and geographical research. Sir Roderick was one of the few remaining *sacans* of the so-called "pre-scientific" times; and, although it has been written that "he was not a man of first order of science," it must be acknowledged that the grounds for the assertion are anything but flattering to those who are regarded by such writers as the great representatives of contemporary intelligence. If a man is to be placed in the second rank because "he rarely, if ever, committed himself to speculation," since "his fancy had no wings and could not fly; it could only run along the hard ground of ascertained fact," we would unhesitatingly choose to rank second with Sir Roderick than first with the propounders of the doctrine of psychic force, natural selection, and similar notions which "ascertained fact" has not yet, at least, established upon a firm foundation. He commenced life as a soldier, and in that position his body and mind appear to have been simultaneously disciplined; so that in all he did in connection with science he was enabled to express his ideas with such order and accuracy that the most obtuse could utilise them to the utmost possible extent. Sir Roderick rose to a captaincy in the dragoons, having fought in some of the most glorious wars of our history. He was in the famous retreat from Corunna under Sir John Moore, and took part in the battle of Waterloo under Wellington.

Chance, rather than any preconceived design, seems to have led him to connect himself with geology—then quite in its infancy as a science, and condemned by most persons as subversive of religion and divine truth; but having once adopted it, he pursued it with the same ardour as he exhibited in everything he was associated with: he sought to establish it on the basis of truth, and to assist in erecting it into an edifice which should be at once an honour to the builders and of utility to mankind. The friend of Lyell, Sedgwick, Phillips, and

To-day the amount of business done has not been so great, but the market has been very steady, and the close was nominally 62s. 9d., cash, and 63s. one month. There will be no market till Friday, on account of religious services which occur at this time. In Malleable Iron the work being done includes the various descriptions, and although makers have been complaining of merchants being rather remiss in specifying what they had ordered, we find none complaining of want of work. Another indication of the buoyant state of business is that new orders cannot be placed under quotation list given last week. Foundry workers are hardly so well employed as they have been, but engineers are working extra shifts to get through with their orders. Mr. Chrystal, engineer, Perth, is about to enlarge his establishment by removing to the St. John's Foundry, having purchased these extensive premises for the purpose of uniting both businesses. The brassfounders here continue well employed for both water, gas, and engineering work. Last week we noticed the importation of a few foreign copper-smiths into Glasgow, having been brought there for the purpose of overtaking the work which was accumulating in masters' hands. These men, as was to be expected, find themselves strange in strange workshops, being unable even to speak the language of those around them. The style of doing their work is also different, and it would take some time to make them proficient in the Scotch system, so that altogether great help cannot be expected from foreign auxiliaries. The trade are wearied with working overtime, and the operation of the Factory Act interferes seriously with employers, and is also hindering the development of the trade. Rivet makers are well supplied with work, but the cut nail manufacture is quiet. In hollow ware there are considerable shipments, but demand for pipes restricted. The Coal Trade is considerably quieter this week, the enhanced prices noticed in my last having interfered with shipments, and depressed enquiry. The price for domestic use having also been raised.

much enhanced above the range of former years, coals are being more carefully and sparingly used in the household; and there is, with the present mild weather, rather a tendency in prices to give way. The shipments for the week were 47,295 tons, against 31,751 tons in the corresponding week of last year.

As I informed you, two weeks ago, we have had a Conference of Scotch miners here, at which there was a large attendance of delegates, aided by Mr. Alexander McDonald, of the Miners' Association. At this meeting it was resolved to recommend that the whole body of Scotch miners should agitate for a reduction of the hours of labour to eight per day from Jan. 1, 1872; that the wages of miners should be regulated by the sale price of coal in the market, and that an increase of 6d. per day on the present rate of pay be directly made over the length and breadth of Scotland.

From Carlisle we learn that the Shotts Iron Company have intimated to their miners that they will receive an advance on their output, to count from the middle of the month of October.

The colliery engine-keepers, at a meeting held on Saturday evening, unanimously resolved to petition for an advance of their wages to 4s. per day, and that those employers who would not concede the terms should be served with a 14 days notice to leave, the notice to date from the 23rd inst. It was also agreed that a meeting be held on the evening of the 25th, to take any further steps which might be necessary.

REPORT FROM THE NORTH OF ENGLAND.

Oct. 26.—Prices at the market at Middlesborough, on Tuesday, were even firmer than last week, and pig-iron was in equally active demand. For early delivery the leading houses are asking 52s. to 52s. 6d. for No. 3. This, of course, is an exceptionally high figure, accounted for by the urgency with which masters are pressed to supply in some cases. For next year's contracts the average price for No. 1 is, perhaps, 51s., though it is rather difficult to give a price as that of the market generally. Notwithstanding the very large production of the district, makers are not able to keep pace with the demand, and their stocks are reported to be diminishing. No. 1 iron is quoted at 54s. 6d., and No. 4 at 50s., net cash at makers' works. The Manufactured Iron Trade continues in an equally satisfactory state. All departments are fully employed, and the prospect of new work is said to be very encouraging. Enquiries for railway iron are pretty numerous, and for ship-plates the requirements are still very heavy. Bar-iron specifications are also pretty plentiful. Engineering firms are well off for work. The bulk of the firms on Tees Side have conceded to the nine-hour system of labour.

Coal and coke prices are stiffer. There is nothing particular to report in connection with the South Durham coal fields, except that at some of the collieries the men, having failed to get certain advances which they had asked for, have limited themselves to work only so much coal per day, which has the effect of reducing the production of the pit. By this means they hope to compel an alteration in the rates.

The bed of hematite iron ore which was discovered some little while ago at Kirby Stephen, Westmorland, is now being worked by Messrs. Pease, Bouch, and Co., who have succeeded in getting a considerable quantity of a very satisfactory yield.

A patent has been taken out by Messrs. Thomas Richardson, John W. Richardson, and Adam Spencer, of West Hartlepool, for a new arrangement of building up piles from which flanged or other rails are to be rolled, the object of the plan being to secure a thorough welding of the head, and, at the same time, to prevent the lower parts, which form the flange, from being overheated.

FATAL COLLIERY EXPLOSION.—A fearful explosion occurred at the Earl Vane No. 3 pit, Seaham Colliery, on Wednesday night. The shock was widely felt, the windows of houses being violently shaken. The numerous inhabitants were at first misled as to the cause, but experienced miners soon discovered what had happened, and a rush was made by the people to the pits (three in number), when a dense smoke was seen in large clouds rising from No. 3 pit. Near it was a boy lying almost insensible, he having been blown by the upcast air from a cabin to a distance of eight yards against some screens. Mr. Corbett, head viewer, Messrs. Dakers and Thompson, and other colliery officials, accompanied by a number of workmen, who offered their services immediately, proceeded to No. 2 pit. They were soon lowered down to the scene of the accident, which had occurred in the Hutton seam, about 150 yards from the shaft of No. 3 pit, the various pits having a thorough communication with each other. It was found that the explosion had killed all the persons working in that part of the pit where it occurred, to the number of thirty. The accident happened through the firing of a shot by the "stone" men.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Oct. 26.—In North Staffordshire a steady activity is maintained in both the Coal and Iron Trades, and prices rule firm at last quotations. One of two newly-erected blast-furnaces has just been started by the Chatterley Iron Company. It is 55 ft. high, and 15½ ft. in the "boshes," and the other one will be about the same size when completed. The same enterprising company has just purchased a large tract of mineral property near Hanley, comprising the Bucknall Moss Field, Ubbertley, Brookhouse, and the Botteslow Collieries. A line of railway from the Biddulph branch of the North Staffordshire section is being laid down right through the estate. Some large orders have recently been placed for finished iron at the Shelton Bar Works, belonging to Earl Granville.

The Coal Trade in the South Staffordshire district is exceedingly buoyant, but, as usual after an advance in wages, the colliers cannot be induced to work regularly. The output, large as it is, does not satisfy the demand, and many orders are getting into arrears. The demand for ironstone is exceedingly brisk, and the continued advance in quotations, of hematite more especially, is causing some anxiety to large consumers. For the best qualities of Cumberland ore the price is firm at 32s., delivered in this district.

On 'Change at Wolverhampton, yesterday, Mr. James Saunders, mineral agent, exhibited a new description of ore from Cornwall, containing, according to the analysis of Dr. Tosh, 60 per cent. of metallic iron. It has all the appearance of being a very rich hematite, and its price, delivered in this district, is 25s. per ton, a quotation considerably lower than those from the North Country. The sample attracted much attention, and the result of the working of the ore will be awaited with interest in this and other districts. Some very heavy contracts have been entered into for almost all descriptions of iron, and many of the makers prefer not to add at present to the number of orders on their books. An additional furnace has been blown in at Woodside, and in other parts of the district an increase in the present producing power will shortly be made. The activity at the mills and forges is very great. The whole of the puddling furnaces are not in operation, but this is due to the scarcity of labour in the market, additional puddlers being greatly wanted at some of the works.

Messrs. Tangey Brothers, of Soho, near Birmingham, the well-known engineers, have intimated their intention to adopt the "nine hours" system at their establishment after the present year. This concession, which was quite voluntary on the part of the firm, has, we need scarcely say, given unbounded satisfaction to their numerous workpeople.

The hardware factories and workshops in the Black Country continue in very satisfactory operation, the demand being buoyant for all the leading articles of produce. The demand for iron tubes just now is something enormous. We hear of one firm having orders in advance for more than 2,000,000 ft. of tubing. The same firm recently refused an order for 600,000 ft. of gas tubes, because they could not undertake to complete it within the time specified in the contract. Machine castings for mill and for other purposes are in fully sustained request at Bilston and West Bromwich. Mr. J. Holcroft, of the former place, has just completed, for the Cleveland district, a splendidly finished pair of plate shears, for cutting plates 7 feet long by 1½ inch thick; a 20-horse engine was attached. The stud and rivet makers are still unable to adjust their difficulties, but the "strike," which was expected to commence on Monday, has, by a special resolution of the agitators, been "postponed" for a week, in the hope that the masters would make some concession in the interim. Chain cables and anchors are in steady request at Tipton and Cradley, both for ordinary merchant trade and on Admiralty account. The railway plant and rolling stock works at Smethwick, Salter, and Wednesbury are all in active operation, Russia being a prominent source of demand for this class of produce.

A dreadful accident—and one, too, of a class that clearly should be placed under the heading "proverbial"—is reported from Dudley. A party of miners were descending a shaft, and, from some cause which is not at present explained, the motion of the engine was reversed, and the cage containing the men was drawn up to the head gear of the shaft, where, of course, it turned over. One of the unfortunate miners was cast to the bottom of the pit, another will probably die, and the others only saved themselves by the exercise of great presence of mind. It has been frequently shown that these shocking occurrences can be prevented by the use of a simple apparatus.

LARGE ROPES.—Messrs. John and Edwin Wright, patentees of wire ropes, cables, &c., Universe Works, London and Birmingham, have just completed at their Birmingham Works, for the London and North-Western, and North British Railway Companies, two of the largest tunnel ropes ever made. They will together weigh nearly 60 tons, one being 5000 and the other 6000 yards long, made from Messrs. Webster and Horsfall's patent charcoal wire, with hemp centres, and in circumference 5½ inches. They will also bear a breaking strain of 50 tons.

IRON CASTINGS.—Amongst the many large castings which are frequently turned out at Messrs. James Watt and Co.'s engineering establishment

Soho Foundry, Smethwick, that witnessed on Saturday, by kind invitation, may perhaps be classed as one of the heaviest. This casting is for the outer case of a cylinder of 90 inches diameter, and will form the larger of what is known as the compound cylinder. The weight of this casting, when cleared of its headings and cores, will be close upon 18 tons, and to secure this it was necessary to run 22 tons of molten iron. The slight was grand when the iron, liquid as so much water, was poured in; and great credit is due to the careful arrangements made by the foreman of the casting-shop for the successful run. The writer has, however, witnessed the execution of even heavier castings at Soho Foundry. These were the cylinders of the oscillating engines for the mail-boats running between Holyhead and Dublin, and which weighed 23 tons each; as much as 30 tons of melted iron being used to secure a good casting. To this may be added, that the air-pumps and condenser, being made in one piece, formed a casting of 30 tons weight; and, in fact, for the large class of engines, both of marine and stationary design, manufactured at Soho Foundry, the writer believes that from 30 to 36 tons of molten iron at one time is looked upon as a usual pouring.—*Birmingham Daily Post.*

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Oct. 26.—The ironworks and collieries in Derbyshire continue well employed, whilst the output of pig-iron has in no way fallen off. The demand for Sheffield, both hot and cold blast, is large, and so brisk is the trade at that place that the consumption is more likely to increase than otherwise. In the manufactured material the business doing in pipes, plates, domestic, and general castings, is extensive. The collieries are, as a rule, all well off, the tonnage going to London being very large, even for the season, the Midland Railway Company still holding its place at the head of all the lines taking coal to the metropolis.

Much sympathy has been expressed towards the family of Mr. G. Wells, of Ekeington, who died recently. The deceased gentleman was amongst the largest colliery proprietors in North Derbyshire, and, in company with his brother, was the owner of several collieries in the neighbourhood of Ekeington, finding employment for several hundreds of workmen. His remains were followed to the grave by the men in the employments of the firm, who felt that they had lost a truly good master.

A movement has taken place amongst the fitters and others connected with the engineering works in Sheffield who have given notice, calling upon their employers to adopt the 54-hours weekly system. They have requested an answer by Friday night. It is not likely that business will be in any way interrupted, as the demand is likely to be conceded. It may be said that the proprietors of the ironworks at Lincoln have held a meeting this week, and agreed to adopt the 54 hours as the working week.

The general trade of Sheffield is in a very healthy state, more especially the heavier branches. The heavy armour-plate mills have been kept well going, a good deal of what is produced having been for our own Government. Ordinary plates for shipbuilding and boiler purposes have also been in active request. Every description of Bessemer material, including rails, tyres, axles, connecting-rods, and springs, are in such demand that the leading makers cannot keep pace with the demand. The American trade is brisk for general steel goods, including cutlery, the best qualities of which, both table and spring, continue to find manufacturers plenty to do. The business doing in files is now good, a fair proportion of what is made being for the home consumers.

A new establishment on a very extensive scale is in course of construction at Attercliffe, about two miles from Sheffield, for the production of iron and steel. Towards 16 acres of ground are to be covered in. Mr. Brown, nephew of Sir J. Brown, is one of the principal proprietors, and the concern will be one of the largest in the district. It may be said that Sir J. Brown has dissolved his connection as a director of the Atlas Works, but we believe he has accepted the office of vice-chairman of the new shipbuilding company at Hull, of which Mr. Reed, late the Chief Constructor of Her Majesty's Navy, is also a director, and from which great and profitable results are anticipated.

The South Yorkshire Coal Trade is very active, and it was never equal to what it is now. The railway companies appear likely to participate in its prosperity, for the Midland Company have given notice of an advance of 8d. per ton on coal going on their line to the metropolis from Swinton Junction. The advance is to commence from Nov. 1. It is also understood that the Great Northern will raise their rate *via* Doncaster 7d. per ton from the same date.

THE MOSS PITS EXPLOSION.—The work of drawing out the water used for flooding the Moss Pits, Ince, near Wigan, after the recent disastrous explosion, has been commenced. To the depth of 120 yards pipes communicating with a pumping-engine at another shaft were available, but beyond that depth the water has to be wound out by means of an iron water-barrel. The pumping crew of a few large tanks, and the winding apparatus at the downcast have, in the meantime been repaired, a man was lowered to the Ince Seven-foot, where there is a communication between the two shafts, for the purpose of ascertaining the state of the brickwork, and of learning whether there remained any trace of the fire which it was supposed had existed in that seam. As was expected, the gallery was found in a very rough state, but there were no traces of fire, and the shaft, so far, was not materially injured. The winding work can only proceed very slowly, for the damage done to the winding rods prevents the use of large tanks, and as yet only at one shaft can a hooper be got to work. At the upcast the head-gear was burst down by the fire which broke out after the second explosion; and, although men have been at work some time, it has not yet been replaced. It was in this shaft that the full force of the fire was felt; and it will, doubtless, be necessary to execute some extensive repairs as the drawing out of the water is proceeded with. At the present rate of winding, the water is being lowered from 13 to 14 yards daily. No estimate can be made of the time it will take to reach the bodies. Much depends on the state of the upcast shaft.

FATAL COLLIERY EXPLOSION AT CHESTERFIELD.—An explosion of gas occurred at the Tapton Colliery, near Chesterfield, on Saturday, which resulted fatally to two men, while several others were more or less injured. Two brothers, William and Samuel Furze, were entering a heading for the purpose of getting coal—one, it is said, with a naked light, and the other with a safety-lamp. The man who held the naked light was some 30 yards ahead of his companion, and it is supposed that on his coming into contact with some gas the explosion took place. Both men were killed on the spot, and four others, who were working a short distance off, were injured. The pit where the accident occurred is about a mile from Chesterfield, and is known to many people as "The Wallend Pit." Its proper name is "Tapton Pit," and it belongs to the Tapton Coal and Iron Company (Limited).

REPORT FROM MONMOUTH AND SOUTH WALES.

Oct. 26.—No material change has taken place in the Iron Trade during the past week, but things have gone on steadily and cheerfully. All the establishments are kept in active employ, and the very extensive clearances which have lately been effected from the local ports show that a large degree of activity prevails at the works. The bulk of the make continues to go to the American States, so that the attention of manufacturers is still more directed to the requirements of that country than any other, and to this fact the present briskness is chiefly attributable. The course of the trade is pretty plain for the next two or three months at least. The market is in a healthy state, and there is every probability of its continuing so. Notwithstanding the heavy make of the last four or five months there has been no accumulation of stocks, but rather what materials were in store have been almost entirely cleared, and there is every reason for expecting that a large consumptive demand must be kept up. A little slackening will probably take place in business during the next month or two, but it is not expected to affect in the least degree employment at the works. The trade seems less liable to be influenced by external circumstances than for a long time past, consequently there is no fluctuating tendency to be reported. Fresh orders are coming to hand, and sellers continue to maintain prices firmly, but there is in but few instances any advance obtained. The same scale of quotations is likely to be adhered to for the winter months, the ironmasters being of opinion that a rise would have an undesirable effect upon the market. Engagements are being entered into at present which will not be executed and delivered until the beginning of next year, which pretty clearly shows that there will not be much alteration in prices for some time to come. Buyers are, however, beginning to be convinced that there is no prospect of lower quotations prevailing, and are, therefore, entering into transactions with less reluctance. Bar and plate makers are busy with orders for home purposes, and a long period of activity is looked forward to in these departments. Pig makers are still increasing their make to meet the growing demand.

The Tin-Plate Trade enjoys a fair share of activity. Makers are able to secure sufficient contracts to keep their works well employed, but owing to late rises in the values of tin and iron the prices obtained are not so remunerative as they were expected to be. Quotations are, however, maintained with considerable firmness.

For Steam Coals the demand continues to improve in all directions, including the French markets. The trade has revived very considerably since the termination of the strike, and one of the best proofs of the change which has taken place is to be found in the increasing receipts of the local railways. There is now every prospect of a continuance of this state of things. A good deal of satisfaction is expressed among the colliery proprietors that there is to be another trial of Welsh coal on board Her Majesty's ships in order to test its qualities as against the North Country coal. No doubt is entertained as to the result, provided the experiments are tried in a fair and practical manner. The arbitration as to the rate of wages to be paid to the steam coal colliers has been the subject of discussion again this week. A large meeting of the colliers has been held in the Rhondda Valley, when Mr. Halliday addressed them as to the progress which had been made towards the commencement of the arbitration. The masters have selected Mr. Bidder,

Q.C., to represent them, and the men have chosen Mr. McDonald, the President of the Amalgamated Miners' Association. Who the umpire is to be has not yet been decided. Lord Cairns has been named by the colliery proprietors, but the men do not fall in with the proposal, not through any mistrust of his lordship, but because they prefer to have a gentleman possessing some practical knowledge of coal mining. All the preliminaries for the arbitration are now ready, and the evidence to be submitted to the arbitrators is prepared on the part of the men. Each side has full confidence that the investigation will result in a satisfactory settlement of the wage dispute.

The House Coal Trade is threatened with unsettledness, just at a time when steady application to work and business is most desirable. The agitation among the men for an advance in wages is still, unfortunately, continued; they are evidently bent upon obtaining a higher rate of wages than they are now receiving, but not, perhaps, an advance of 10 per cent., as stated. The ground of the movement is, it is stated, that the last advance which was given was not equal to the reduction which was carried out some time ago, and if this is correct the men have certainly a right to a hearing. If, on the other hand, the statement is without foundation there can be no other substantial reason for the present agitation. The men in the Rhondda Valley continue to express a determination to give a month's notice unless they are answered favourably by the masters, and it is to be hoped the matter will be arranged before long, otherwise there is reason to fear that the progress of this branch of trade during the winter will be seriously interfered with.

The Tynewydd Colliery, Rhondda Valley, is about to change hands, a joint-stock company being formed to purchase the same.

The arrivals of Swansea include—the Hinda, from Guayaquil, with 681 tons of bar copper, for H. Bath and Son; Sagittaire, from Port L'Abe, with 230 tons of iron ore, to order; Ida, from Bilbao, with 318 tons of iron ore, to order; Florence Danvers, from Bolivia, with 700 tons of copper ore, for Richardson and Co.; and 75 tons in bags, for Elford, Williams, and Co.; Excel, from Bilbao, with 390 tons of iron ore, for W. H. Tucker; Verwayne, from Bilbao, with 140 tons of iron ore, to order; Princess Royal, from Skien, with 155 tons of copper ore, for H. Bath and Son; Iver Hvilvilt, from Almeria, with 191 tons of sparato garras, for A. Bell; and 110 tons of copper ore, to order; Minalto, from Montreal, with 200 tons of copper ore, 539 barrels of lubricating oil, &c., for Richardson and Co.; Faithful, from Bordeaux, and with 190 tons of pitwood, for Livingston, Richards, and Co.

HOLLOWAY'S OINTMENT.—Sores, wounds, ulcerations, and other disease affecting the skin, are capable of speedy amendment by this cooling and healing unguent, which has called forth the loudest praise from persons who have suffered for years from bad legs, abscesses, and chronic ulcers, after every hope of cure had long passed away. None but those who have experienced the soothing effect of this ointment can form an idea of the comfort it bestows, by restraining inflammation and allaying pain. Whenever Holloway's ointment has been once used it has established its own worth, and has again been eagerly sought for, as the easiest and safest remedy for all ulcerous complaints. In neuralgia, rheumatism, and gout the same application, properly used, give wonderful relief.

THE SOCIETE FRANCAISE DES ASPHALTES

(LIMITED).

Registered under the Joint-Stock Companies Acts, 1862 and 1867.

Capital £80,000, in 8000 Shares of £10 each.

Payment:—£1 on application.
4 on allotment.
2 10s. 30th November, 1871.
2 10s. 30th December, 1871.

£10.

The total amount of the share may, however, be paid in full on allotment, and a priority of allotment will be given to such applications.

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PROSPECTUS.

This company is established for the purpose of purchasing and acquiring:—

1.—The mines of Garde Bole, Lavagny, in Haute Savoie, France.
2.—The mine of St. Jean de Maréjols, situated near St. Ambroix, Gard, France.
3.—The business, works, machinery at Lavagny, and its plant and stock in trade of the company, carrying on business at Nos. 14 and 15, Rue Curial, Paris, and known as the Société Française des Asphaltes.

The concessions for both mines are in perpetuity. The St. Jean Mines are not subject to any royalty. The Garde Bole Mines are subject to a royalty of 2fr. 50c. per ton, payable to a former proprietor.

As to the Garde Bole Mines:—The works of Garde Bole are situated alongside the Paris, Lyons, and Méditerranée Railway, and are in full working order.

The French Société Française des Asphaltes is now engaged in laying down asphalt at Epervay, Mirville, and other places in France.

This asphalt has been successfully laid in the following places:—

PARIS
GRENOBLE
ORLEANS
MARSEILLE
LILLE
CHALONS-SUR-SAONE
RHEIMS
ST. DENIS
LYONS
CHALONNES.

and as examples of its successful application at places of considerable traffic, it may be mentioned that the following railway stations in Paris have been laid with this asphalt:—L'Opéra (St. Lazare), Lyons, L'Est, Vincennes, and the stations of one section of the Railway de Ceinture.

The company will acquire the contracts entered into by the French Société Française des Asphaltes, with the Western Railway of France and the Paris, Lyons, and Mediterranean Railway, and also with Monsr. Arman, of London.

As to the mines of St. Jean:—These mines are situated within 7 miles of St. Ambroix, on the Bessèze and Alais Railway, whence the asphalt can be transported by rail to any part of the Continent. St. Ambroix is about 90 miles by rail to Cette, and 120 to Marseilles, whence the asphalt can be shipped to any part of the world.

The area of the Mines of Garde Bole and St. Jean de Maréjols is about 1000 English acres, and the supply of asphalt may, therefore, be considered practically inexhaustible.

With a view to the immediate profitable continuance of the operations at present in progress by the French Société Française des Asphaltes, the company has secured the valuable services of Monsr. René Joly, the manager of the Société, who has been for upwards of 12 years in laying down asphalt.

The company will acquire possession of the mines before mentioned, and the plant, machinery, stock in trade, and valuable connection of the French Société which will be absorbed in this company for the sum of £55,000.

It is intended to use the product of Garde Bole exclusively for the Continent, and that of St. Jean for England and the colonies.

The moderate terms upon which this company will commence operations, compared with the prices paid by other companies, the convenience for transit, the fact that the works are in going order, and that the skilled staff of workmen will be taken over, induces the confident expectation that the company will be able to execute a great kind of asphalt paving at prices less than those charged by any existing company.

The considerations and the fact of the small amount of the capital of the company, in the opinion of the directors, give promise of unusually satisfactory dividends.

In the event of no allotment being made, the deposit will be returned in full. No promotion money or preliminary expenses will be paid by the company, the whole of those expenses being borne by the vendor.

A contract has been entered into between Louis Morton of the one part, and A. Wyatt Thibaudeau, as agent for the company, of the other part, dated 23rd October, 1871.

Copies of the above contract, concessions, and copies of the Memorandum and Articles of Association can be seen at the offices of the solicitors.

Application for shares may be made in the accompanying form, must be accompanied by a deposit of £1 a share, and may be sent to the bankers, or the secretary of the company, of whom forms of prospectus may be had.

THE SOCIETE FRANCAISE DES ASPHALTES (LIMITED).

FORM OF APPLICATION.

(To be retained by the bankers)

To the Directors of the Société Française des Asphaltes (Limited).

GENTLEMEN,—Having paid to your credit with Messrs. Williams, Deacon and Co., the sum of _____ pounds, being £1 per share on my application for shares of £10 each, of The Société Française des Asphaltes (Limited), I request you to allot me that or any less number of the said shares; and I hereby agree to accept the same, and to pay the balance in respect of such shares in the terms of the prospectus.

Name (in full) _____
Address _____
Profession (if any) _____
Date _____ 1871. Signature _____
(Addition to be signed by applicant desiring to pay up all instalments on allotment.)

I desire to pay up my subscription in full on allotment.

Signature _____

TO BE SOLD, BY PRIVATE CONTRACT, FRAMWELLGATE COLLIERY, in the County of DURHAM.

This colliery is held under several leases for years, which comprises a surface area of about ONE THOUSAND ACRES.

The Hutton Seam is nearly exhausted, but there remains a seam of good coking coal, which is won, and has recently been proved to be of excellent quality, and might be wrought and gotten at a moderate cost.

For terms and particulars, apply to Mr. V. W. CHAMBER, Londonderry Offices, Seaham Harbour.

MESSRS. C. DEVAUX AND CO. ARE AUTHORISED TO RECEIVE
SUBSCRIPTIONS FOR 25,000 A SHARES IN
THE CESA SLPUR COMPANY
(LIMITED).

Incorporated under the Companies Acts of 1862 and 1867.

The capital of the company is £350,000, divided into two
classes of shares, viz. —

25,000 A (Preferred) Shares of £10 each.
10,000 B (Deferred) Shares of £10 each.

The B shares are to be considered as fully paid-up, and are to be taken in
part payment by the vendors, and will receive no dividend until 14
per cent. has been paid in respect of each year on the A shares.

When 14 per cent. has been paid in respect of each year upon the A shares,
the B shares will be entitled to all further profits until they have
also received 14 per cent. per annum in respect of each
year. The net profits beyond this will be divided
pro rata between both classes of shares.

£1 deposit on application, and £2 on allotment.

The remaining capital is payable at the following dates: —

£2 10s. on the 30th of November, 1871.
£2 10s. on the 30th of December, 1871.
£2 on the 15th of February, 1872.

Subscribers have the option of paying up in full.

Priority will be given in the allotment to persons applying to pay
up their shares in full.

Interest at the rate of 10 per cent. per annum will be paid by the vendors up
to the 30th December next on all capital paid prior to that date. There-
after dividends will accrue on the fully paid-up shares, and on the
respective amounts paid on the other shares, from the
dates of the several payments.

DIRECTORS.

EVAN M. RICHARDS, Esq., M.P., Swansea.
JOHN TREVOR BARKLEY, Esq., 6, Kensington-gardens-terrace.
HENRY LABOUCHERE, Esq., 2, Bolton-street, Piccadilly.
JOHN LAMB SAWER, Esq., 62, King William-street, E.C.
ULRICH GRISER, (Messrs. U. Griser and Co., bankers, Turin; Mem-
ber of the Council of Regency of the National Bank of Italy, and
President of the Bank of Turin).
JEAN DE RECHTER, C.E., Bologna, Italy (late Director-General of
the Cesa Mines).

BANKERS—THE LONDON JOINT-STOCK BANK.

Messrs. NASH, FIELD, AND LAYTON, 2, Suffolk-lane, Cannon-street, E.C.
BROKERS.

Messrs. SEYMOUR, ELWYN, AND GODDEN, 38, Throgmorton-street, E.C.
AUDITORS—WM. C. HARVEY, Esq., 5, Old-square, Lincoln's Inn.
EDWARD MOORE (Messrs. Moore and Wallis), Public
Accountant, 3, Crosby-square, E.C.

SECRETARY—ARTHUR CLARK GREEN, Esq.

TEMPORARY OFFICES,—62, KING WILLIAM STREET, E.C.

This company is formed for the purchase of very valuable sulphur mines, pits,
furnaces, and appliances, situated in the Romagna, in Italy, which, under most
adverse financial circumstances, produced, as certified by the documents here-
after referred to, 3000 tons of sulphur in 1865, 4000 in 1869, 6000 in 1870, and in
the seven months ending 30th September, 1871, 4654 tons, or at the rate of about
8000 tons per annum, an average which has increased during the last two months
to 8800 tons—the intention being to greatly increase this production, and to im-
prove and extend the processes employed in working, smelting, and refining the
mineral.

This rate of production shows, at the estimated profit of £3 7s. per ton, suffi-
cient to pay at once nearly 12 per cent. on the A shares, but the directors having
carefully collated the statements which have been laid before them as to the
working and future prospects of the property with those contained in the report
specially addressed to them by their engineer (Mr. G. A. Barkley, believe, as the
result of this examination, that the profits of the company may be confidently
estimated as follows:—

In 1872, on 12,000 tons, £40,000, equal to 14 per cent. on the A shares, and 5 per
cent. on the B shares.

In 1873, on 16,000 tons, £53,000, over 15 per cent. on both the A and B shares.
In 1874, on 22,000 tons, £73,000, over 20 per cent. on both the A and B shares.
And that, with a further limited outlay on works and plant, an increase in this
last return may be anticipated.

The properties to be acquired consist of the twelve mines of Boratella, Polenta,
Borelio, Tana, Monte Aguzzo, Monte del Coluzzo, Ca de Guido, Ca de Castello,
Campitello, Alzano, Linara, and Litroscio, extending over about 4297 acres
situated between twelve and twenty miles of the town and railway station of
Cesena, in the province of Forlì in Italy.

The presence of sulphur-bearing strata is believed to extend under all the
properties, but with one exception none have hitherto been worked to any
extent; the energy and enterprise of the late owners have been mainly con-
centrated during the last four years in developing the resources of the mine of
Boratella. Notwithstanding the insufficiency of capital at their command and the
consequent onerous conditions to which they have been compelled to submit,
efficient development has been given to this mine to prove its great resources
and value.

The underground workings, Mr. Barkley reports, already cover some 8 acres,
throughout which the sulphur-bearing schist is found at a depth of about 390 ft.
below the surface, averaging from 10 to 12 ft. in thickness, and yielding 15 per
cent. of sulphur in the furnaces; the area of this mine remaining unworked
being about 550 acres. After allowing 50 per cent. for pillars and waste, the
engineer calculates that Boratella alone should supply, according to very indica-
tion hitherto obtained, upwards of 1,267,100 tons of sulphur, equal to, at pre-
sent market prices, a gross money value of about £3,292,600.

The mine is worked by two drawing-shafts and an inclined plane. It is en-
tirely free from water, and, moreover, little or no timber is required for the
support of the roof. The appliances at present in use, especially those for trans-
porting the mineral to the shafts, lifting it to the surface and reducing it to
sulphur, are rude and leave room for great improvement.

Nevertheless, under all present disadvantages, a large production of sulphur
is obtained. The yield, as certified by a notarial deposition taken at Bologna on
the 27th September, 1871, rose from 3000 tons in 1868 to 6000 tons in 1870; whilst
the quantity produced in the seven months ending 30th September, 1871, as cer-
tified by a further notarial deposition taken at Cesena on the 5th of October,
1871, was 4410 tons, irrespective of 914 tons which were obtained from the
Polenta Mine during the same period.

The cost of working, reducing, refining, and delivering this sulphur at the
railway station at Cesena, is also stated, in the same deposition, dated 27th
September, 1871, to have been about £3 5s. per ton during the present year. It
must, however, be borne in mind that, as this cost includes the sums paid under
the onerous liabilities above referred to (which have now been bought up and
extinguished), the cost of production in future will be relieved to an extent which
is estimated by the engineer at 12s. per ton.

The whole of the sulphur is sold in Italy, where the consumption is so great
that a large additional quantity may be imported annually from the mines. The
average selling price of the quantities produced has been ascertained to be above £6
per ton; deducting from this £2 13s. for cost of production, the balance of £3 7s.
represents the estimated future profit per ton. The production of 1872 is cal-
culated to reach 12,000 tons, and to return, on the first year's operations, con-
siderably more than sufficient to pay 14 per cent. to the A shareholders, whilst
the engineer further reports that by the introduction of improved methods of
working, at a moderate expenditure, the production may confidently be expected
to rise to 16,000 and 22,000 tons in 1873 and 1874 respectively, whilst a still fur-
ther extension may be looked for thereafter.

The amount to be paid to the vendors is £218,000 in cash, and £100,000 in B
Deferred Shares. The Company is to enter into possession of the mines, prop-
erty, and plant on the 1st of January next, up to which time interest at the
rate of 10 per cent. will be paid by the vendors on all capital paid previous to
that date. The remaining £32,000 will be reserved for working capital, and for
payment of the cost of registration in Italy.

EXTRACT FROM THE REPORT OF MR. G. A. BARKLEY.
In conclusion, it appears to me that the property consists of mines of mineral
lying at comparatively small depths below the surface. That these mines are
far easier to work than an ordinary colliery—the seams being higher, the roof
better, and no elements of extraordinary expenditure, such as gas or water (at
all events as far as the Mine of Boratella is concerned) being present.

That 1 ton of sulphur, which should be produced for £2 13s., and be sold at
Cesena for from £5 to £7, should give a net profit (taking the selling price at
the former rate) on each ton of sulphur of £3 7s., and that labour being abun-
dant and good, there is no reason why the production of the mines, which is
now about 60,000 tons of mineral per annum, should not be as readily increased
to 150,000, as it would be to work 15,000 tons of coal from an English colliery.

In putting, therefore, the production of the mine at—
12,000 tons of sulphur in 1872,
16,000 " " 1873,
22,000 " " 1874,

unless circumstances quite unforeseen by me and the other engineers (whose re-
ports I have consulted) should occur, I have perfect confidence that with ordi-
nary energy and skill these quantities can be readily obtained. I estimate the
quantity of sulphur for 1872 at 12,000 tons only, as (time must be allowed for ex-
tending, improving, and adding to the appliances and means at present in use).

Prospectuses and forms of application for shares may be obtained in the ac-
companying form at C. DEVAUX and Co., 62, King William-street, and at the
brokers and solicitors of the company.

Should the number of shares allotted be less than those applied for the sur-
plus of the amount paid on application will be applied towards the payment
due on allotment, and any remaining balance will be returned forthwith.

In the event of no allotment being made the deposit money will be returned
in full.

In case any instalment shall not be duly paid, the shares, with the amount
paid thereon, will be liable to forfeiture.

Copies of the Memorandum and Articles of Association, the original contract
with the vendors, the report of the engineer, notarial copies and translations of
the Italian documents above referred to, and of the conveyances to the vendors,
can be inspected at the offices of the solicitors to the company, No. 2, Suffolk-
lane, Cannon-street.

LETTER OF APPLICATION.

(To be retained by the bankers after payment of the deposit.)

Messrs. C. Devaux and Co., London.

GENTLEMEN,—Having paid to your bankers the sum of £ , being a

deposit of £1 per share on A shares in the above Company, I hereby re-

quest that such number may be allotted to me, and I agree to accept such shares,

or any less number, allotted to me, subject to the provisions of the Memorandum

and the Articles of Association, and I hereby authorise my name to be placed on

the Register of Members of the Company in respect of such shares.

Signature

Name in full

Residence

Profession

Date

Addition to be Signed by the Applicant desiring to pay up all the instalments

on Allotment.

I desire to pay up my subscription in full on allotment.

Signature

MINE SHARES FOR SALE.

TO BE SOLD, BY AUCTION, on Thursday, the 2nd November,

1871, at Four o'clock in the afternoon, at the Union Hotel, Penzance,

FIVE (20th) SHARES in the far-famed

BOTALLACK MINE, CORNWALL.

Further particulars of W. HOSKEN RICHARDS, Auctioneer, 54 and 55, Cause-
wayhead, Penzance.—Dated Oct. 21, 1871.

SHARES IN THE GREAT CARADON, EAST CHIVERTON,

AND NANGLE'S MINES.

MR. MARSH WILL SELL, BY AUCTION, at the Guildhall

Coffee House, on Thursday next, November 2nd, at Twelve, in Three

Lots, 136 SHARES in the GREAT CARADON COPPER MINE; 330 SHARES

in the EAST CHIVERTON SILVER-LEAD MINE; and 175 SHARES in the

NANGLE'S TIN MINE, all on the Cost Book System.

Particulars may be obtained at Mr. MARSH'S offices, 54, Cannon-street.

STAFFORDSHIRE.

IMPORTANT SALE OF COLLIERY PLANT.

TO CAPITALISTS, COAL MASTERS, CONTRACTORS, AND OTHERS.

MR. JOSEPH U. FELLOWS has received instructions from the

proprietors to OFFER BY AUCTION, on Monday and Tuesday, the

6th and 7th of November, 1871, at the WARD AND NEWFIELD COLLIERIES,

situate within five miles' walk of the Bloxwich and Birchills Stations re-
spectively (on the Walsall and Cannock Branch of the London and North-

Western Railway), the

VALUABLE COLLIERY STOCK,

Consisting of one vertical beam CONDENSING ENGINE, 4-horse power; one

horizontal HIGH-PRESSURE ditto, 14-horse power; one vertical HIGH-PRES-

SURE ditto, 10-horse power; with capital WINDING APPARATUS and

BOILERS; the materials in engine-houses, boiler settings, slack, &c.; two

20-ton WEIGHING MACHINES, by Johnson; pit frames, pulleys, pit chains,

about 100 tons of T and bridge rails, suitable for contractors or colliery

purposes; rollers, guide plates, cast-iron turnouts, water barrels and tank, cages,

conductors, pit tools, chaff machine, contents of blacksmiths and carpenters'

shops, boring and slinking tools, wrought-iron sleepers, timber, bricks, office

furniture, horse, gig, carts, harness, and other useful effects.

Sale to commence each day at 10 o'clock punctually.

Catalogues are in preparation, and may be obtained on application to Messrs.

S. and J. BAILEY, Mining Engineers, The Piece, Walsall; the Midland Counties

Herald Office, Birmingham; or the Auctioneer, Walsall.

ALTERATION OF DAY OF SALE from 31st OCTOBER to 14th NOVEMBER.

GLAMORGANSHIRE.

LLANHARRY COLLIERY AND HEMATITE IRON ORE MINES.

VALUABLE MINERAL PROPERTY FOR SALE BY AUCTION.

MR. W. P. STEPHENSON is instructed to OFFER FOR

SALE, BY AUCTION, at the Cardiff Arms Hotel, in the town of Cardiff,

on Tuesday, the 31st day of October, 1871, at Two for Three o'clock precisely,

all that VALUABLE and IMPORTANT

LEASEHOLD MINERAL PROPERTY,

About 322 acres 2 rods in extent, held subject to a sleeping rent and moderate

royalties, and comprising the seams of coal and argillaceous iron ore found in

the coal formation on the south side of the South Wales mineral basin, also very

rich and extensive deposits of the valuable hematite iron ore now so largely and

profitably worked in the neighbouring Wynydd estate.

The colliery has been recently opened, and eight seams of coal, varying in

thickness from 3 to 9 ft., have been already sunk through. A pair of pits have

been sunk to the Nine-feet seam of coal, and four other valuable seams can

be won at a moderate depth.

The colliery is furnished with a pair of horizontal high-pressure engines of

50-horse power, with pumping and winding gear, and all other suitable ap-
pliances, which will be sold with the plant.

The hematite or brown ore has been proved along the outcrop for three quar-
ters of a mile.

This property is distant about 200 yards from the Cowbridge Railway, which

joins the Taff Vale and Great Western Railways at Llantrissant, about 13 miles

from the docks and shipping ports of Cardiff and Penarth, and nine miles from

Bridge; and has direct railway communication with the neighbouring iron-
works of South Wales, the city of Swansea, and the best shipping ports of the

district, and forms one of the most advantageous sites in the country for the

erection of blast-furnaces, coal, hematite and clay-band ironstone, and lime-
stone of the most valuable character being found in close contiguity.

The coal cannot be excelled for iron-smelting purposes, and is in good demand

for shipment and home consumption.

For further particulars, with plan and section, apply to Mr. L. A. WILLIAMS,

mining engineer, Canton, Cardiff; to Messrs. DOD AND LONGSTAFFE, solicitors,

16, Bevers-street, London; or to the Auctioneer, Mr. W. P. STEPHENSON, 21,
Smith-street, Cardiff.

IN LIQUIDATION.

WILL SHORTLY BE SOLD, BY AUCTION, the STEAM

ENGINES, BOILERS, MACHINERY, TOOLS, AND OTHER EFFECTS

of the WEST ST. IVES CONSOLIDATED (late Trevena and Brea) TIN MINING

COMPANY (LIMITED), together with the COMPANY'S INTEREST in the

said mine, situate in the parish of Towedack, near St. Ives, Cornwall.

For copy of inventory, and further particulars, apply to Messrs. W. and T.

ALDRED, Accountants, 28, Pall Mall, Manchester; or to J. W. ADDLESHAW,

Esq., Solicitor, 67, King-street, Manchester.

FOR SALE, in One Lot, BY PRIVATE CONTRACT, valuable

SILVER-LEAD MINES and MACHINERY, at COMBARTIN, NORTH

DEVON.

The MACHINERY consists of a capital ENGINE, of sufficient power to drain

the mine to a considerable depth, together with 50 fathoms PUMPS, WATER

WHEEL, ORE CRUSHER, FOUR HEADS OF STAMPS, &c.

A renewal of the lease, comprising 300 acres, may be obtained on easy terms,

thus affording a fine opportunity of opening up the rich veins of galena which

exist in this district, one of which recently worked was for some time worth

£100 per fathom. The mine is well situated in regard to the shipment of coals,

ore, and materials.

Application to be made to Mr. THOMAS FIDLER, Newbury.

WREXHAM, DENBIGHSHIRE.

TO BE DISPOSED OF, BY PRIVATE CONTRACT, valuable

LEASEHOLD IRONWORKS, with the ROLLING MILLS, ERECTIONS,

and BUILDINGS thereon, called

THE LOWER LLYAY WORKS.

Also the LEASEHOLD BRICK FIELD and COLLIERY adjoining, containing

about FORTY ACRES, with all the fixed MACHINERY, situate at

GWERSYLLT, near WREXHAM, abounding in COAL, FIRE-CLAY, CLAY,

BRICK-EARTH, SHALE, &c., and the well arranged PLANT and STOCK,

nearly new, the whole forming most complete works, which could be used im-
mediately.

The property is held for leases of which considerable existing and renewable
terms are unexpired.

Applications to be made to Mr. W. MARSHALL, Solicitor, Darlaston, near
Wedgebury; or to Mr. J. W. HALL, Solicitor, Bliston.

SALE OF TIN-PLATE WORKS.

TO BE SOLD, BY PRIVATE CONTRACT, EXTENSIVE and

VERY VALUABLE FREEHOLD TIN-PLATE WORKS, situate in the

FOREST OF DRAN, and in the immediate vicinity of first-class coal and iron

mines, and supplied with good railway and water accommodation.

The works are in complete repair and full working operation, and capable of
making from 700 to 800 boxes a week.

For particulars, apply to FUSSELL, PRICHARD, and SWANN, Solicitors, Bristol;
or to POOLE and HUGHES, 9, New-square, Lincoln's Inn, London, W.C.

LEICESTERSHIRE.

TO BE SOLD, BY PRIVATE TREATY, a FREEHOLD

RESIDENTIAL ESTATE OF THREE HUNDRED ACRES OF ARABLE

and PASTURE LAND, together with the substantially modern built FAMILY

MANSION, known as Lindridge House.

The house is approached by an entrance lodge through the park, and contains
4 reception rooms and billiard room (which, with the outer and inner lathrooms
halls, are heated with hot water), 5 water closets, laboratory, 19 bed rooms and
bath room, including servants' room, servant's hall, butler's
pantry, and good offices and cellars. Hard, soft, and hot water are laid on
throughout.

Gas works at the Farm supply the house and the stabling, where are stand-
ings for eight horses, large coach house, saddle room, piggeries, cow and fowl
house, &c.

The flower and kitchen garden and shrubberies contain three acres, and also
a gardener's house.

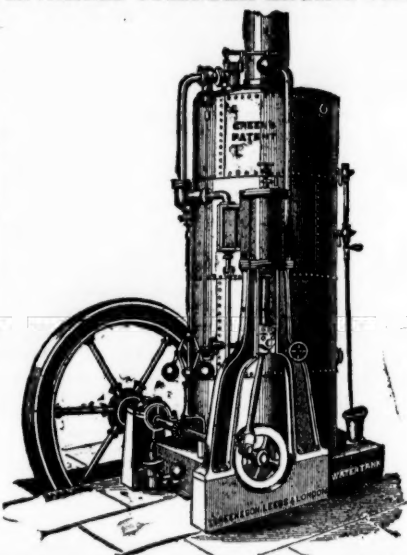
The farmyards and buildings are one quarter of a mile distant, of recent
erection, and are covered in on the modern principle. The tenant's house, ad-
joining, has 3 sitting and 6 bed rooms, besides the usual offices for a dairy farm.

There is good shooting on the estate, and good trout fishing in the stream
which runs through it—1500 additional acres of shooting might be rented, which
are strictly preserved. There is also a hind's house and barn adjoining, and two
other cottages.

The estate is supposed to contain valuable beds of coal.

GREEN'S PATENT BOILERS, WITH INVERTED CYLINDER ENGINE COMBINED

Specially adapted for Contractors, Joiners, and Builders,
Cabinet-makers, Brick-makers, Farmers, Mills, Dye-
houses, Workshops, Printing-offices, &c.



For Exportation they are invaluable, being sent out in
complete working order, ready for
immediate use.

The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-pit, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.

Illustrated PRICE LISTS free on application to
THOMAS GREEN AND SON,
SMITHFIELD IRONWORKS, LEEDS;
And 54 and 55, Blackfriars-road, London, S.E.

McNIEL, MULLER, AND CO.,
MANCHESTER.

SOLE AGENTS FOR { "S. B. HEMATITE," } PIG IRON;
"S. B. YORKSHIRE," }
"CLAY LANE," }

AGENTS FOR JACKSON, GILL, AND CO., IMPERIAL
IRONWORKS, NEAR MIDDLESBOROUGH;
DARLINGTON WAGON COMPANY, DARLINGTON.

SCOTCH, HEMATITE, STAFFORDSHIRE, DERBYSHIRE, FOREST OF
DEAN, COLD BLAST AND REFINED PIG IRON, PUDDLED BARS AND
BAR IRON, STEEL, SPELTER, TIN, COPPER, LEAD, SHEETS, ORES, &c.

BY ROYAL LETTERS
MALAM AND COMPANY,
ENGINEERS,

INVENTORS AND PATENTEES OF PORTABLE AND STA-
TIONARY GAS APPARATUS,
NEW ROAD, ROTHERHITHE,
LONDON.

CONTRACTORS FOR GAS, WATER, SUGAR WORKS, and DISTILLERIES
on the most improved principles.
Plans and specifications furnished on application.

Also, INVENTORS OF APPARATUS FOR GENERATING GAS FROM DEAD
and other OILS, applicable to every description of FURNACES, FLUES, &c.

IMPROVED APPLICATION OF WATER POWER.

THE TURBINE.

Mac Adam, Brothers, & Co.
ENGINEERS,

SOHO FOUNDRY, BELFAST,

After twenty years of experience, have brought their
Improved TURBINE to great perfection.

It is applicable to all practicable heights of fall, giving much
greater power from the water than any other kind of water-
wheel.

On low falls it has the great advantage of not being impeded
by floods or back-water.

It is particularly well adapted for situations where the
quantity of water is variable, and where all other wheels fail.
Its motion is extremely regular, and, when desired, a
Governor can be applied effectively.

This Wheel is at work in a great many places, to which
reference will be given.



By a special method of preparation, this leather is made solid, perfectly close
in texture, and impervious to water; it has, therefore, all the qualifications
essential for pump buckets, and is the most durable material of which they can
be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,

LONG LANE, SOUTHWARK, LONDON.

Prize Medal 1851 1855, 1862, for
MILL BANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES.

IMPORTANT TO CHURCHWARDENS, AND OTHERS,
WITH A VIEW TO POPULARISE,

PUBLIC TIME INDICATORS,

We have produced a speciality that places
us beyond the bounds of competition. We
beg to call attention to our Works, Stable,
or Yard TURKET TIME-PIECE, all com-
plete, ready for fixing. Dial 2 feet, raised
figures, gold and blue ground; can be fixed
by any joiner in a day.

Price, net cash £15 0 0
If 3 feet dial 16 10 0
4 feet dial, and stronger works .. 20 0 0
All warranted two years.
Complete Church Clocks from £40.

J. BAILEY AND CO.,
Turret Clock and Lightning Conductor
Makers to the late Earl of Rosse, the
Bishop of Manchester, Sir F. Crossley,
Bart., British and Foreign Govern-
ments, &c., &c.,

ALBION WORKS, SALFORD,
LANCASHIRE.



THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—

SAFETY; NO RISK from DANGEROUS EXPLOSION; **HIGH-PRESSURE STEAM**, with **ECONOMY OF FUEL**; perfect
circulation, and ready means of removing sediment.
Saving of cost and time in repairs; portability, and, for export, great saving in freight.

Patentees and Manufacturers: **J. and F. HOWARD**, Britannia Iron Works, Bedford.
LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).

J. WOOD ASTON AND CO., STOURBRIDGE

(LATE WOOD BROTHERS),
(WORKS AND OFFICES ADJOINING CRADLEY STATION),
Manufacturers of

CRANE, INCLINE, AND PIT CHAINS,

Also CHAIN CABLES, ANCHORS, and RIGGING CHAINS, IRON and STEEL SHOVELS, SPADES and
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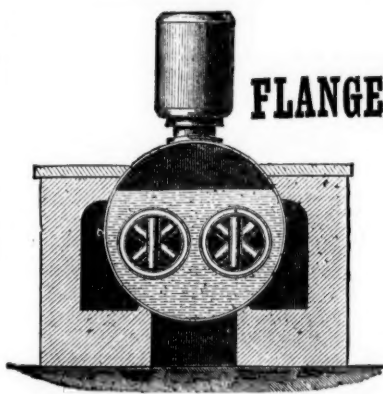
HAWKSLEY, WILD, AND CO.'S

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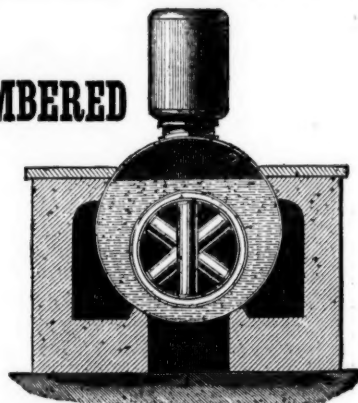
FLANGED & COMBUSTION-CHAMBERED

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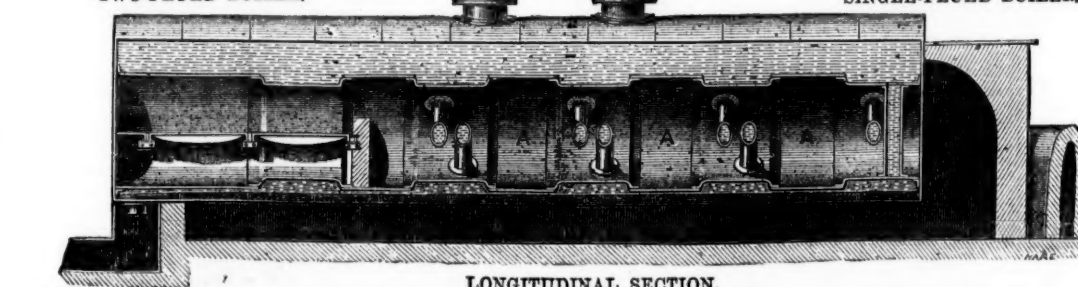
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TWO-FLUED BOILER.



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LONGITUDINAL SECTION.

THE FLUES OF THE ABOVE BOILERS ARE MADE OF TWO DIAMETERS, ONE RING OF PLATES BEING
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These Boilers are strong, durable, and economical, and have been at work a number of years with the most satisfactory results.

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THIS OIL is suitable to every kind of Machinery. As a lubricant it is equal to the best Spermin or
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For particular kinds of Machinery, the Oil may be specially prepared of a consistency and character
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"I herewith certify that the Rangoon Engine Oil, manufactured by Messrs. Chas. Price and Co., is
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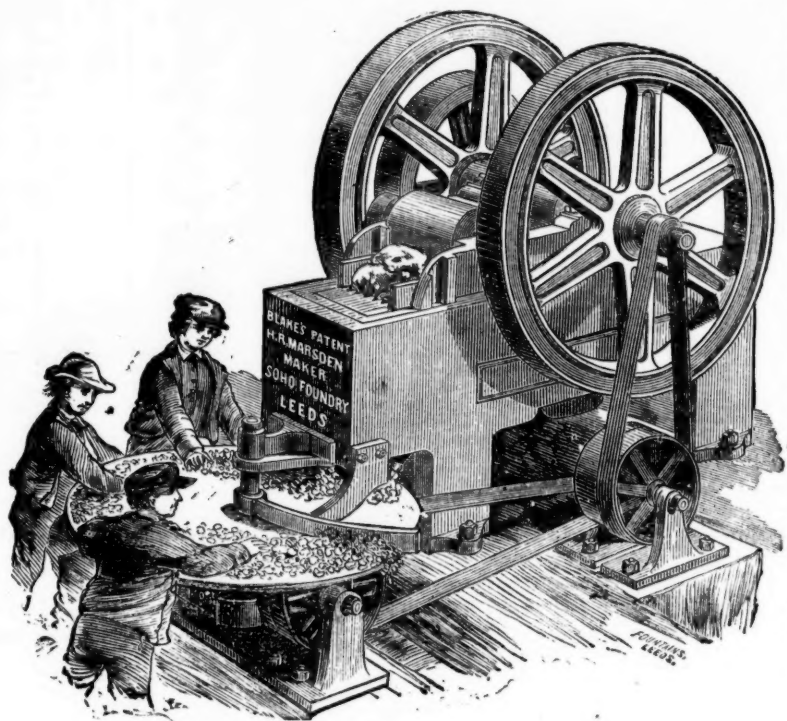
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BLAKE'S PATENT STONE BREAKER, OR ORE-CRUSHING MACHINE,

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

This is the only machine that has proved a success. This machine was shown in full operation at the Royal Agricultural Society's Show at Manchester, and at the Highland Agricultural Society's Show at Edinburgh, where it broke 1½ ton of the hardest trap or winstone in eight minutes, and was AWARDED TWO FIRST-CLASS SILVER MEDALS. It has also just received SPECIAL GOLD MEDAL at Santiago, Chili. It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England. Read extracts of testimonials:—



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For the Parys Mining Company,
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Your stone breaker gives us great satisfaction. We have broken 101 tons of Spanish pyrites with it in seven hours.

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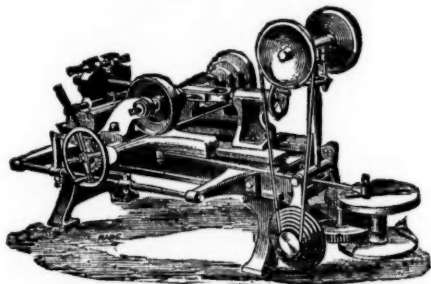
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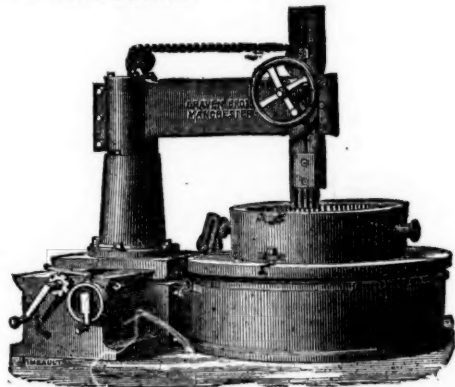


The advantage of this Machine is, that the Drills are only requisite to be half the length of the Cotter-hole required to be cut, as they operate simultaneously from both sides of the object, meeting accurately in the middle, and doing the work in less than half the usual time, besides producing a smooth hole on account of short, stiff Drills being used, thus producing a much better class of work, hitherto unattainable by the Machines with one long Drill.

The Machine is made in three sizes, and often made with double set of Head Stocks, to drill both ends of a connecting rod at the same time.

Improved WHEEL-MOULDING MACHINE.

This Machine will Mould the Teeth of Bevel, Spur, and Worm Wheels, also Straight Racks, of any Pitch with a whole Pattern.



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The Machine is made in various sizes to mould wheels of any diameter.

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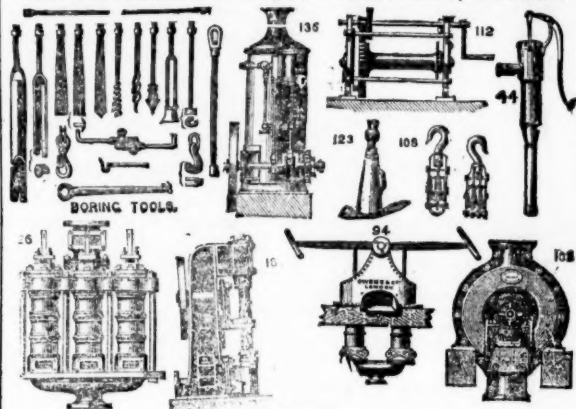
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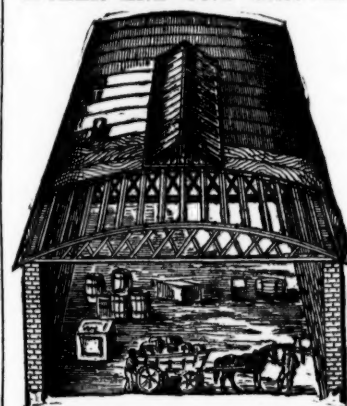
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The invention can be applied to the ordinary furnaces at a cost of £5.
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